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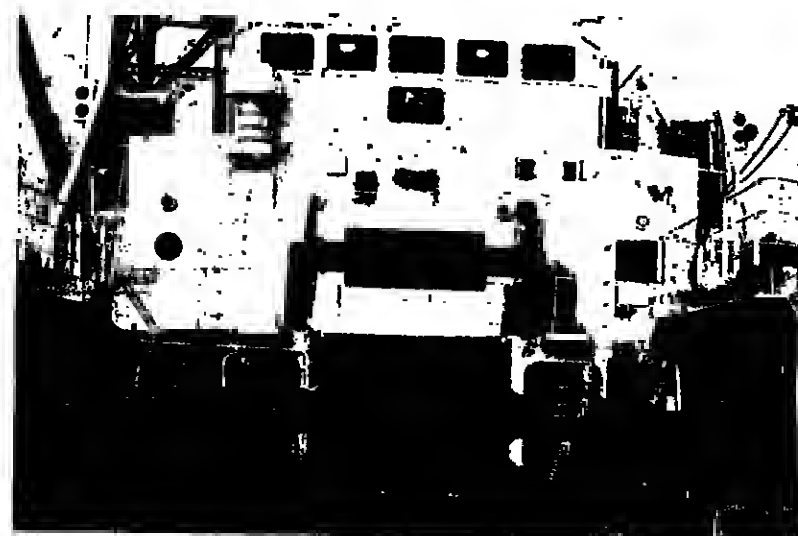
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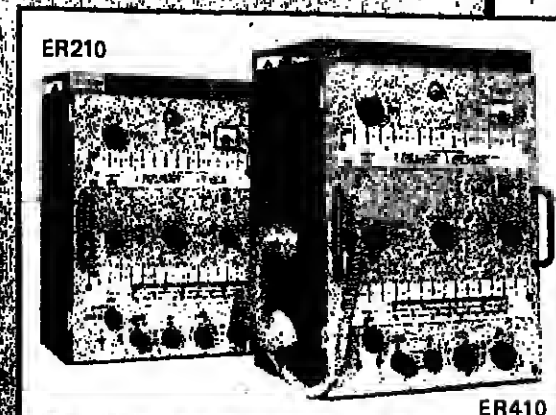
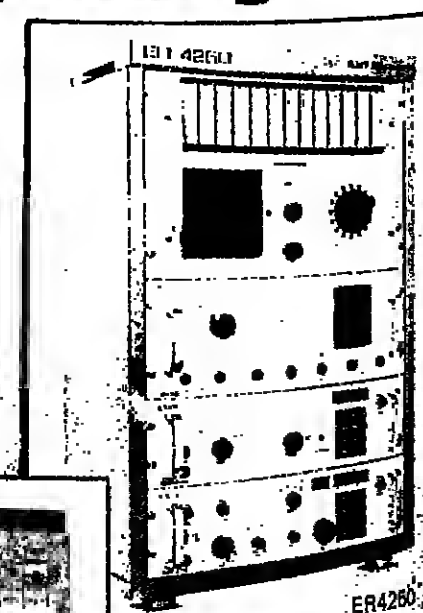
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Scots inshore chief warns trawler firms: KEEP AWAY FROM OUR GROUNDS!

A WARNING SHOT was fired across the bows of the deepsea trawler owners by the inshore industry in Scotland last week. Big trawler companies were told to halt their encroachment on inshore fishing "with an unplanned building programme".

Speaking at a dinner given by the Pittenweem Fishermen's Association in Anstruther last Friday, Gilbert Buchan, the newly-elected president of the Scottish Fishermen's Federation, said that big companies with vessels displaced from third country waters were well into an inshore boat-building programme.

"Big capital and high finance are, therefore, erecting an additional problem in a sea which we must all acknowledge has been very badly overfished," Mr. Buchan signalled the perils of the ways for inshore and deepsea fishing industries when he said: "The gloves must come off at this point and a demand made that the strictest control be immediately exercised to prevent any further escalation of the deepsea fleet into inshore waters."

'St Kilda' sails

"SHE'S A magnificent boat from the finest of builders", said Skipper John Thomson when he took delivery of St. Kilda, the 80ft. seiner-trawler, which has now started fishing. She has been built as a replacement for Horizon by Hard and Mackenzie of Buckie. More details in Fishing News soon.

Plans for conservation were being undermined by money being poured into boats by the deepsea industry, claimed Mr. Buchan. "There is no use the Department of Fisheries talking about conservation and interior arrangements for stock management to prevent certain species from the pressure of catching capacity if there is still an unplanned building programme".

Mr. Buchan also called for a close watch on industrial fishing. "What is the sense of any conservation or fish management proposals if we continue to have the eternal destruction of immature human consumption species by industrial fishing?"

"I believe that until we restore the balance of nature the problem will remain. All we do is nibble at it while the destruction of the North Sea goes on".

Recognising that industrial fishing for mackerel, sprats, pilchard and blue whiting is a growing part of Scottish operations, Mr. Buchan said that, perhaps, this was a new way of life which we must get used to. A new breed of trawler.

Turn to page 21

New bid for CFP

EEC MINISTERS are to make another attempt to reach agreement on a Common Fisheries Policy. A meeting has been scheduled for April 24.

In the weeks leading up to this meeting extensive bilateral talks are planned aimed at ironing out problems before Ministers get to the negotiating table.

British Minister of Agriculture and Fisheries John Silkin — adamant that his position had not changed in any way — nevertheless

welcomed efforts by EEC Fisheries Commissioner Finn Gundelach to get the deadlock negotiations going.

Despite an abortive meeting in Luxembourg earlier this week, Mr. Silkin felt that there had been some movement towards Britain's position.

Mr. Gundelach said that the Commission had undertaken to iron out the difficulties.

While Mr. Silkin wanted British fishermen to recoup their losses at a faster rate than other EEC fishermen, Mr. Gundelach said that this would offend acknowledged Community principles.

So far the Community has failed to ratify reciprocal agreements with Norway, Faroe and Sweden. With a deadline of April 16, there are fears that these countries will end the arrangements.



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COOLING TANKS AND LENGTHENING

... Pursuers get the treatment

TO KEEP their catches in top condition more Scottish pursa seiners are being fitted with refrigerated seawater tanks. Also, some are also being lengthened to increase carrying capacity.

Karmoy Mek Verksted in Norway is modifying the 80ft. Maidens vessel *Pathfinder* and the 88ft. Shetland boat *Serena*. She is being lengthened by six metres and fitted with a Kvaerner model 92/8E RSW plant, which will be able to cool 89 tons of sea water in her tanks in four hours.

Pathfinder will not be lengthened, but will be given a full length denk shelter and a Kvaerner 92/8D RSW plant.

The Bathysgve shipyard at Meloy, Norway, is lengthening the 88ft. Shetland pursa *Wavercrest* and fitting her with a shelter deck and Kvaerner RSW system.

A Promen RSW system is to be fitted at the Maaskant yard in Holland in the Gardenstown pursa *Convallaria*.

The 88ft. Gardenstown pursa *Flowing Tide* has also gone to the Maaskant yard to be lengthened by six metres and fitted with RSW tanks.

UK agent for Kvaerner is Scandinavian Marine Sales of Glasgow, while Mores Ltd. of Halifax is agent for Promen. Both firms report that other vessel owners are showing a keen interest in cooling systems.



Flowing Tide — being lengthened by six metres to fit RSW tanks.

'No hope' for EEC meeting

NORMAN Godman, Labour candidate for South Angus, claims that agreement between EEC fisheries ministers will not be reached at their meeting this month.

Speaking in Arbroath, Scotland, Mr. Godman said he felt that considerable progress would be made towards a revised community fisheries policy at a meeting scheduled for May.

Said Mr. Godman: "Most people in the fishing industry now expect, with deep misgivings, that Britain will not even obtain a 12-mile exclusive fishing zone, let alone one of 12 miles and dominant preference in the 12 to 60 miles belt."

"Hugh Brown, who had the temerity to tell fishermen in 1976 that they didn't have a cat in hell's chance of an exclusive 50 mile zone, and who was bitterly attacked for his statement, will be proved right."

FILM FUND RAISED

THERE has been a swift reaction at Milford Haven to the town council's decision not to buy a documentary film on the local trawler *Picton Sea* for £250 because of its "excessive expenditure".

Walter Whitfield, a local fish merchant, decided to raise a fund. By last week it had already jumped to more than £100.

He hopes to buy the film and keep it available for the use of the owners of *Picton Sea* and other trawlers. He said he was angry and disappointed when he read of the council's decision and that he had been out on the town's streets over the matter.

The main part of the film was shown on a 5-day trip to the local grounds.

SCOTLAND CALLS FOR 'UNITY'

AFTER ALL the negotiations with the Government we still do not know who talks for the British fishing industry. This is because we have failed to unify the industry, said Jim Lovie, chief executive of the Scottish Fishermen's Organisation, in Anstruther last week.

Mr. Lovie was speaking at a dinner organised by the Pictouweem Fishermen's Association to mark the annual general meeting of the Scottish Fishermen's Organisation held in nearby Anstruther.

At the meeting Gilbert Buchanan was named as the new SFF president, with Skipper Willie Hay as vice-president.

With all the big guns of the Scottish industry lined up at the dinner, Mr. Lovie exhorted fishermen's leaders not to kick each other's heads in public. "We must decide subjects such as quotas in private."

Mr. Lovie acknowledged that fishing is still on a good wicket, but we must continue to look at the other side of the industry. "We must look at processing and housewives' reaction. Resistance to fish is really coming through from the consumer," he warned.

Turning to the role of producer organisations, Mr. Lovie said that it was a new wing of the industry. The associations were established first, but both had to work together.

Our mission in life should be to keep the industry free and independent, said Skipper Willie Hay, vice-president of the Scottish Fishermen's Federation.

hoped the Government would not make PO stand for Police Organisation.

Welcoming the executive-committee of the SFF, Ian Bowman, president of the Scottish Fishermen's Association, said that the dinner provided a good opportunity for local men to discuss the problems of fishing with the men who represented them. "Unity is important and it can only be built on trust," said Mr. Bowman.

The word "unity" dominated almost every speech. Mr. W. F. Anderson of the Clyde

Fishermen's Association said that sticking together is the only way to survive this difficult period.

The Government keeps talking about quotas, but it must be a viable quota. Discarded fish is a big up problem and defeats the whole objective of quotas, said Mr. Anderson.

A big breakthrough in communications between Scottish fishermen had at the dinner. "We must go to the minister with one voice," said Mr. D. Craig, Aberdeen Fishing Vessels Owners' Association. This should be done irrespective of which federation we represent, whether English or Scottish, he added.



Haddock trip tops £49,000

THE Aberdeen stern trawler *Clarkwood* turned out 2,170 cwt. of fish at Aberdeen fish market on Tuesday to set a home water trip record.

Her catch made 248,283 after a 16-day trip to the North Sea and off the west coast of Scotland. The major part of the catch was haddock.

The vessel is the temporary command of Terry Taylor, who over the last three trips has taken home 18,000 cwt. of fish and 1,000 cwt. of shellfish.

MISSING SHIP TURNS UP

Missing ship turns up

this small quota be withdrawn.

The plan for a complete herring ban was described as 'non-sense' by Gilbert Buchan, president of the Scottish Fishermen's Federation: "This is a cowardly action."

Mr. Buchan said the EEC needed a small and viable quota of around 16,000 tonnes, with 12,000 tonnes for British fishermen.

"All along we have known that the quota set for this year was too high. Now the scientists have taken us from the sublime to the ridiculous," he said.

What is needed now is for scientists to meet with the industry and discuss ways of helping it to keep going. "You do not just shut the door," said Mr. Buchan.

WFA VISIT

THE SCOTTISH Committee of the White Fish Authority is to visit Shetland next week. Discussions will be held on the future developments of fishing from Shetland. The committee, led by Sir Matthew Campbell, will be visiting Wharfedale, Scalloway and Lerwick.

A TRAWLER which "vanished" after she was reported to be slaking turned up safely in Plymouth last Friday.

Plymouth lifeboat, a helicopter from RNAS Culdrose and two marine craft from RAF Mount Batten searched an area 12 miles off Plymouth after a Mayday call was picked up.

The message from a French boat said the St. Malo-registered 30-ton stern trawler *Petit Moine* was taking in water and might sink.

The searchers could find no trace of her. Later it was found that she had limped into Plymouth.

The trouble started when her bilge pump broke down. Her hold had to be pumped out by firemen when she got to port.

COMMENT

PART OF THE function of producer organisations is to manage and control fisheries within the areas they operate. With the Scottish POs setting the pace by introducing limitations on white fish and herring boats, it now seems that this gospel is beginning to spread.

From a recent meeting of English and Scottish POs concerned with North Sea fishing, representatives are now going back to their members to try and convince them of the need to spin out the haddock quotas until the end of June. Only around 13,000 tonnes of fish are left — less than two months' catching if all-out fishing prevails.

The aim is to get a voluntary restriction of 17 cwt. per man on each boat. If the English POs go along with this, it could mean that a big step has been taken along the road to get fishermen to accept responsibility for running their own industry in a controlled and voluntary manner.

But the big question being asked is what about those fishermen who still remain outside membership of POs. Are they going to be allowed to indulge in all-out fishing, while others shoulder responsibility for keeping the industry viable?

This is a question crucial to the future of POs. And it is one the Government should be seriously considering.

While it is always dubious to invite more Government legislation into the industry, this time it might be more preferable than having a mass exodus of fishermen from POs because their faith in them has been destroyed.

fishing news

Editor: Harry Barrett
Assistant Editor: Ian Strutt

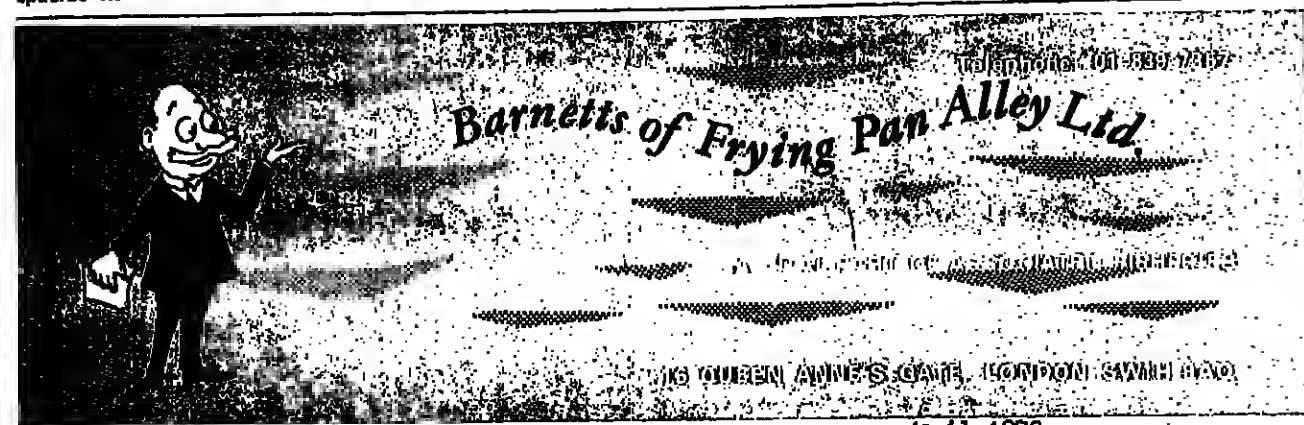
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ABC



Herring boats such as *Constant Friend* will have to find new species to fish if the ban comes in.



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Mr. Chairman, My Lords, Ladies and Gentlemen: pray silence for

So I'm lolling in my Jasmine-perfumed Friday night bath, in the supine position (which my younger, still active friends will remember, is the opposite of the rather more exciting prone position), scrubbing madly away at the body beautiful with one of my new large size Jean Patou bath tablets from Harvey Nichols: yet another present from that Certain Person.

("If you had some dignity and a modicum of decent pride, son, you wouldn't keep accepting all these presents from Him," Mother.

"You're right, mum. But if I refuse to take them He might feel insulted and turn nasty, and I could find myself right back on the Labour. And the lady at the Family Planning says this soap is good for my acne and will help me a lot when I start getting millions of rapists to my advent in the Matrimonial News.")

And while I sip my Pinno, I'm gazing at my little ducks bobbing gently up and down on the ripples made by my yellow auburnine, eadly realising that old age is cruel, as I now have more blue veins than a pound of Dolcelatta, and I'm finding it difficult to perceive and admire my natural treasures, south of my increasingly rotund tummy. And before I feel the prick of tears gathering behind my eyes, I switch to thinking of the recent Chafe and Cooks Circle Gala Dinner at Quaglinos, where, accompanied by my latest companion, Vashiti, the famous International Arabian belly dancer, I found myself the Guest of Honour and was allowed to propose the Toast to the health of the assembled chafe and cooks.

Oh, I was good! So eloquent!! I wish you'd been there. I refused to let myself be overcome by the lavish hospitality, my stupor or lack of anything to say, and the hours ticked away and seemed to flash by like minutes, and when, breathless and exhausted, I finally sank down in my chair, those who were left in the ballroom were too emotionally disturbed to open their eyes and applaud or cheer.

I noticed that the Chairman, Brian Cotterill of Lloyd's of London, was quite overcome by my impassioned rhetoric and had slumped peacefully across the top table with his head perilously near his unfinished Bombe à la Pâgon du Chef avec la Grande Fine Champagne Otard, Charles X, and his elbow in his Pont 1'Eveque; and the Master of Ceremonies who seemed, rather rudely, to be changing into his going home suit and overcoat behind my chair, shook his head slowly from side to side in bewilderment, and told me that in over 40 years in his profession, he'd never heard anything like, or even approaching, my speech. He begged me to get Sweet Sue to let him have immediately a complete list of all my future speaking engagements, dates, places and times, before he accepted any further work as a Toastmaster.

Before the President helped me from my seat to a number 74 — posseea right by my door — I fairly clearly remember standing and daring to ask if any of the chafe present at the dinner, or indeed, any of their wives, could tell me how they managed to go on living together as partners in the matrimonial home for so long, when the divorce rate in this country had now topped 40% ... that is, two out of every five marriages now finish in the divorce courts?

Was it, I asked, that owing to the very nature of their manner of work, the chafe were able to release their aggro round the hotplate during the day, so when they eventually got home they were sweet and gentle, like heavenly little angels?

Or was it, maybe, that as they work 23 hours each day (or so they've assured me over the past many years!), when they did manage to get home for the odd few minutes, both husband and wife thought they were still on their honeymoon?

As did their children.

There was silence in the room ... in seven languages. Including Arabic.

Mr. Barrett of Frying Pan Alley

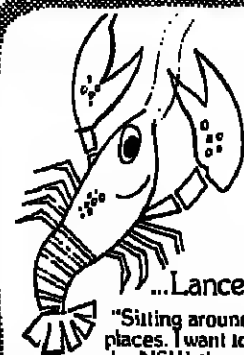
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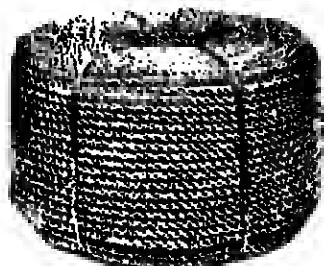


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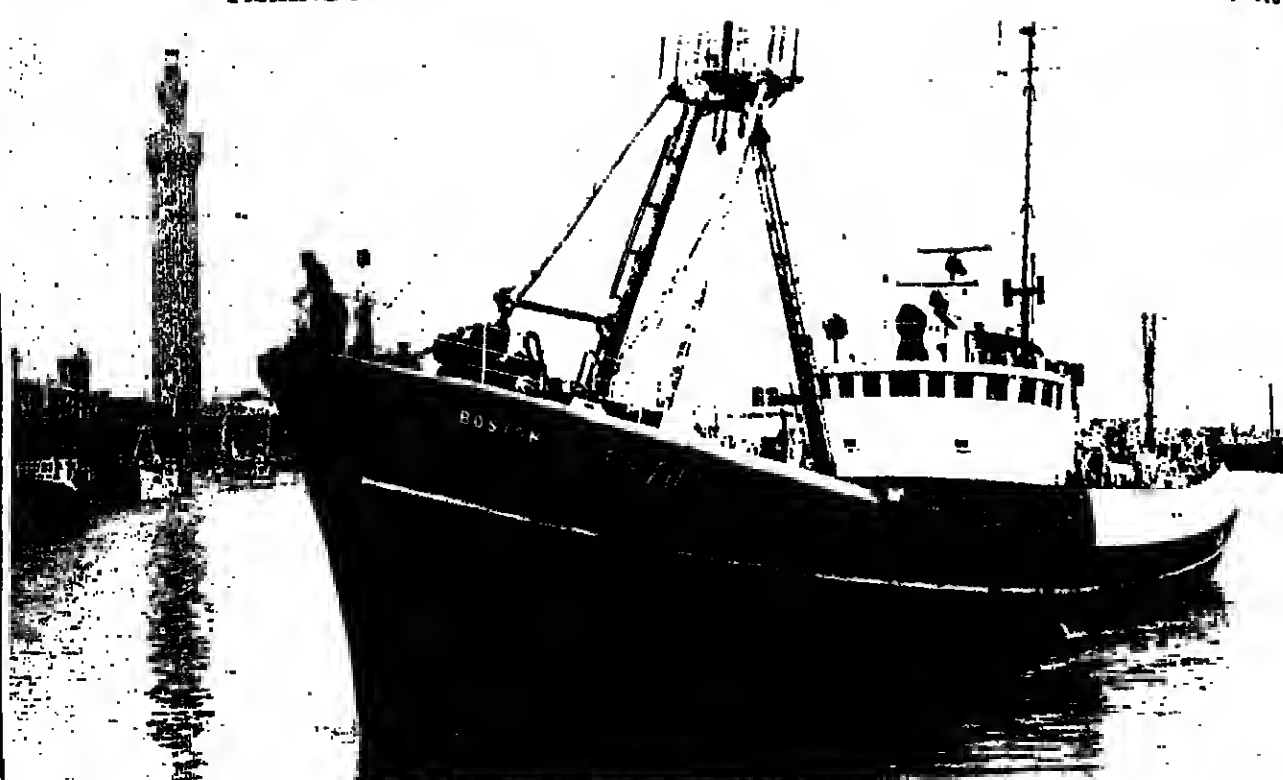
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FISHING NEWS

April 7, 1978



Boston Kestrel: solitary distant water landing at Grimsby last week.

Lone French ship tops Grimsby

BAD WEATHER and slack fishing on all grounds — the combination which spoilt so many trips before Easter — again hit Grimsby during last week's four-day trading spell.

Overall landings were up slightly to 18,000 kits, but there was still not enough to meet a good demand from the merchant and, once again, many turned to imports and overland supplies as an alternative.

One of the most striking features of the week was the near absence of foreign vessels. In the recent past Grimsby has come to rely heavily upon North Sea trips from Dutch, Belgian and Danish vessels, especially the seiners, but the bad weather and holidays put paid to all but one huge Western trip by the French stern trawler *Capitaine Cortier* of 1,785 kits.

Brought in by the Boston agency, the Frenchman scooped up the best grossing

of the week at Grimsby on the first market after Easter. Her big turnout, including 540 of haddock and nearly 800 of blue ling, sold for £48,254.

Top local grossing also went to the Boston Group when *Boston Kestrel* (Sk. Ron Stoneman), the only distant water landing of the week, made a highly creditable £41,880 from 1,539 kits of Norway coast fish after a 23-day effort.

BUT continued its monopoly of the middle water section.

Only a few hundred pounds separated the top three Western/North Sea trips with *Ross Lynx* (Sk. David Scott) sitting on a £30,558 grossing from 923 kits, made on the first market after a 16-day trip, which just proved too much to overhaul.

Ross Lynx really got among the haddocks, landing over 600 kits, and despite being outlanded by *Ross Juno* (Sk. John Waddington) with 1,104 kits worth £30,163, and

by *Ross Kelly* (Sk. Barry McCall) with 1,075 kits worth £30,275, *Ross Lynx* held on to the number one spot.

Lindaey Trawlers' recent run of reasonable North Sea trips was halted by a spate of broken trips. And H. L. Taylor suffered a similar misfortune with *Tokio*, which managed £8,694 from 219 kits after nine days. However, *Hondo* picked up £21,854 from 706 kits after a 15-day Western trip no consolation.

The anchor-seiners found this weather just about made fishing impossible and there were several longish trips with less than 50 kits to show for the effort.

Under those circumstances it was a marvel anyone caught anything. Consolidated Fisheries picked up four of the top six grossings, but the individual hauls went to Skipper Bill Murray in the Slight-o-gated *Genora* with a 100-kit North Sea cod special made in just 15 days.

...and a clean-up on the west coast too

FLEETWOOD'S landings were again dominated by French vessels last week. Top ships were *Droke* and *President Colvez*, both from France and putting their first catches ashore at the west coast port.

Droke, which is one of several French vessels named after famous navigators, bit a rich stream of blue ling which met a good market at a fish-starved port.

She had more than 900 kits of this variety in her total of 1,750 which sold for £45,853. Also included in the catch were 12 of hake, 30 of cod, 380 of haddocks, 180 of whiting and 80 of sole.

On the previous day *President Colvez* landed 983 kits, 140 of haddocks, 80 of whiting, 120 of sole and 140 of dog, which sold for £29,214.

Local vessels' landings were headed by the pocket trawler *Resolute*. She set a new grossing record for ships owned by J. N. Ward and Son Ltd. The trawler landed 289 kits, including more than 200 of cod, which sold for £10,554. *Resolute* had worked the Irish Sea grounds.

On the same day the port's only pair team landing of the week was made by the J. Marr and Son stern trawlers *Ideno* and *Norina*.

Ideno (Sk. Gordon Wignall) landed 614 kits — 300 of cod and 200 of sole — for a grossing of £19,854, while *Norina* (Sk. Bill Reader) made £14,508 from 465 kits — 200 of cod and 100 of sole.

Both ships were again bit by bad weather off the North of Scotland.

There were good prices for all varieties, which is understandable with the port having only seven ships landing during the week — the lowest ever total for this period.

In addition, inshore vessels were kept in port by the weather with the consequent effect of landings of near water varieties.

OBITUARY

COBLE MODEL MAKER

WELL KNOWN maker of model fishing cobbles, Ralph Verrill, has died at Staines in Yorkshire.

Mr. Verrill, the son of a fisherman, spent most of his working life as a carpenter and had a wide knowledge of the design and construction of cobbles.

Sailing

A number of museums in addition to private collectors in this country and overseas own his models.

His models, which are carved out of solid blocks of wood, were given the line and colouring of individual cobbles and include many of the old sailing vessels. Mr. Verrill also made a number of model sailing vessels, lifeboats and other double-anded boats.

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April 7, 1978

FISHING NEWS

Dock charges going up yet again

FLEETWOOD IN A VICIOUS CIRCLE

FLEETWOOD — which has already lost the Wyre Trawlers fleet because of high dock charges — now faces the prospect of even fewer ships. This follows the announcement of bigger wharfage charges and dock dues by the British Transport Docks Board.

Wharfage on fish catches is to rise from £7.18 per tonne to £9.86 — an increase of 38 per cent — while dock dues for trawlers are to go up from £2.26 per registered net ton to £3.19 a ton.

There was a bitter reaction to the increases from the owners and inshore fishermen.

Jim Cross, Fleetwood manager for J. Marr and Son which has the port's highest fleet, said: "If they want to drive us out of the port they are going the right way about it."

Dock improvements which were carried out two years last at Fleetwood.

ago are included in the sum and Mr. Cross added: "Originally there were a certain number of ships which were going to share the costs

over 15 years. Since then the port has slowly dwindled to a state where one company has packed in completely.

"Now, of course, this

means the costs have to be spread out among the rest of us. We feel, in these circumstances, that the 15-year period should be extended."

News of the increase was met with equal hostility by inshore fishermen. They want to ignore the two rises in charges implemented since January 1 and make a counter claim for a 50 per cent cut in the charges levied in 1977.

A spokesman said that most trawlers in the Irish Sea avoid the port like the plague because of its reputation for "ridiculous charges".

Tony Winfield, the docks manager, said the increases are necessary because of the declines in ships.



Wyre Vanguard — first and

VANGUARD LANDS—TO END AN ERA

THE END of an era came at Fleetwood last week when the 192ft. elde trawler *Wyre Vanguard* landed a catch from the middle-water grounds. She was the last Wyre Trawlers' vessel to put a catch ashore at the port before sailing to Aberdeen where the fleet has been moved. This follows a decision by the firm's parent company, British United Trawlers, which is part of Associated Fisheries.

It was ironic that *Wyre Vanguard* should be the last vessel as she was the first of the firm's ships to be completed for Fleetwood when it began a big rebuilding programme in the 1950s. Her last catch at the port totalled 355 kits and sold for £9,002.

Lord Nelson 'goes fresh'

BUT'S 904-ton part-freezer trawler *Lord Nelson* has made her first fresh fish only trip since her delivery from Bremerhaven, Germany, 17 years ago.

On Monday she had a grossing of £90,340 from 2,112 kits caught during a 25-day voyage to the Norwegian coast under Skipper J. Russell.

The ship's average price per 10-stone kit was £31.71 for codstuffs and £35.65 for 347 kits of haddock.

This was the first time the whole of the vessel's catch has been landed for Hull's daily market. Normally she has stayed out for much longer and frozen fish.

All the early hauls — about 300 tons — are usually frozen for sale through the owner's own distribution channels. The German-built ship was built in 1961 and was used by foreign countries.

THE VALUE of white fish landed and sold at Peterhead during March was £2,244,365, compared with £1,789,851 in March 1977. Dues on white fish increased by £11,090. Revenue for March totalled £10,899 — an increase of £4,468 compared with March 1977.

Small boat dues 'high'

PETERHEAD Harbour Trustees have decided to take no action on an appeal by small boat operators against the imposition of increased dues.

The Small Boatowners' Association has a membership of around 30 who operate boats under 30ft. They claim that in the last three years their dues have increased from £3 to £80 a year. They further contend that their dues now exceed that paid by some larger vessels.

Chairmen, John D. Buchan, explained that no complaints had been lodged before the revision of dues. He thought this was a pity, for any complaint would have been considered.

Mr. Buchan pointed out that a meeting had been held with the small boat owners and, while £80 was now charged, retired fishermen are given a reduction of two-thirds.

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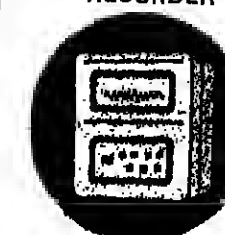
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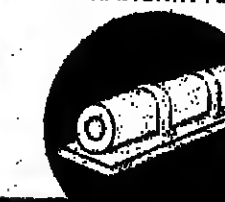
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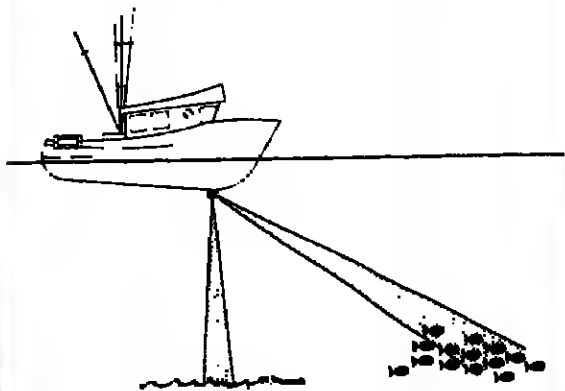
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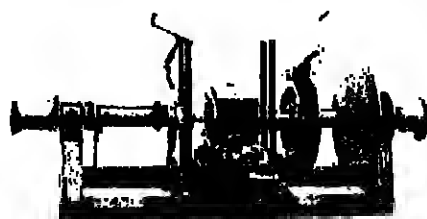


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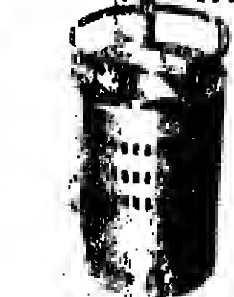
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Crash kills union chief



Ron Chapman — 'hard to replace'

RON CHAPMAN, the Transport and General Workers' Union docks organiser at Grimsby, died in a road accident near his Immingham home last week. He was 40.

Mr. Chapman was a native of Hull and, before taking up his full-time union position at Grimsby in 1974, represented the Sutton and Holderness Ward for the Labour party on Humberside County Council.

He had built up a sound reputation as a firm, yet fair, union negotiator for the thousands of dockland workers he represented. This included those in fishing.

He was at his best when dealing with people and he played a major role in recruiting many Grimsby trawlermen into the union by month-long campaigns

carried out on the fish docks.

Mr. Chapman, a former trawler engineer from Hull, was acutely aware of the particular problems of the fishing industry and constantly strove for better conditions, including decasualisation for his members.

More recently he had fought hard to have the nationwide ban on Icelandic

trawler landings lifted because of the threat to jobs in the processing industry.

A shocked colleague told Fishing News: "Ron was a dedicated union worker and a wonderful friend who was surely destined for the top. It is going to be very difficult to replace him."

Mr. Chapman leaves a widow and three children.

Export refunds

THE EEC Commission is to make the following changes for payment of export refunds (with effect from April 20):

(a) frozen mackerel fillets will qualify for an export refund of three units of account per 100 kilograms (UA/100 kg) in the case of exports to all third country destinations excluding Sweden, Norway, Faroe Islands, Finland, Yugoslavia and the USSR. (The Customs Tariff heading is 03.01 B 11(h)(6)); (b) frozen whole mackerel will continue to attract an export refund of 6 UA/100 kg, but the qualifying countries of destination will be limited as above; (c) the export refund for dried and salted cod (whole, headless or in pieces) exported to Brazil, Puerto Rico, Venezuela, the People's Republic of the Congo, Zaire, Cameroon and Angola will be reduced to 6 UA/100 kg. Other rates of export refund and destinations will remain unchanged.

Information from: Intervention Board for Agricultural Produce, Fountain House, 2 West Mall, Reading, Berks.

Herring pays

THE FIRST herring of the year was landed at Shetland on Wednesday last week when Woucrest put ashore 580 units caught west of Orkney. The whole catch went to local processors at the near record price of £36/£37.50 per unit.

FIGHT FOR LINE BOAT QUOTA

A STRONG CASE for the Scottish long lining fleet to have a separate share of the fish quota off the Faroe Islands was made in the House of Commons last week. This would mainly benefit the small fleet based at the port of Anstruther.

In a debate on the Faros Fishing Boat Order, Sir John Gilmour (Con. East Fife) said that fishermen in his constituency were angry that they should be included in the overall quota with trawlers.

"It is significant," said Sir John, "that Faroeese fishing limits and zones have not been imposed on the Scottish

line fleet which have been imposed upon the trawlers. We can only assume that this is due to the fact that the Faroeese consider and realise that the line fleet is in no way doing any harm to the grounds."

With the great line method and the size of the hook used, it is physically impossible for us to destroy or even to catch underyear fish, pointed out Sir John.

Further support for this argument came from Alick Buchanan-Smith (Con. Angus and Mearns). He said: "It is generally admitted that, in conservation terms, boats fishing with long lines are rather like the old drift netters and quite the best form of fishing because they do not destroy young stocks of fish."

"It seems unreasonable in fishing conservation plans,"

The boats will fish within the terms of the agreement provisionally reached between the Faroe Islands and the EEC on February 3. The EEC Council of Ministers has decided that the agreement should be applied provisionally until it can be formally considered.

The order, which came into effect on March 31, extends the life of the Fishing Boats (Faroe Islands) Designation (No 2) Order 1978 until June 1 this year.

TRIALS WITH NEW DIESEL

THE GRIMSBY anchor-seiner *Well Bank* completed a trial trip in the River Humber last Friday after being re-engined with a Scania diesel.

The installation was made through the fishroom and the work was carried out by C & N Marine Engineering Co. of Grimsby.

Well Bank is the second Grimsby seiner to be re-engined with a Scania unit, following *Coirealach*. She has just finished a busy winter season on sprats.

A third installation is being carried out by Boyd Line at Hull on *Grenao Way*. All three Scania engines have been supplied by Scenlink of South Humberside. It also supplied the stern gear and carriage Scania engines in stock for immediate installation.

Until 1976 the company had not linked all its crispy fish products together in either packaging or promotion. But it became apparent that greater sales of the four battered products could be achieved by marketing them as a range.

Crispy fish is the second most important category in total fish sales volume, with fish fingers maintaining 40 per cent of Birds Eye's sales.

...Faroeese fish on to June

AN ORDER under the Fishery Limits Act 1976 laid before Parliament last week permits Faroeese boats to fish on British waters.

The boats will fish within the terms of the agreement provisionally reached between the Faroe Islands and the EEC on February 3.

The EEC Council of Ministers has decided that the agreement should be applied provisionally until it can be formally considered.

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Battered fish boom

BIRDS EYE is cashing in on a boom in battered fish products. The market now stands at £24m. and looks set to take-off even further.

Between 1975 and 1977 Birds Eye's sales volume of battered fish products rose by more than 26 per cent, with the company's share of retail packs rising from 61 to 62 per cent.

The Birds Eye range started out with crispy cod steaks, crispy cod fingers, cod fillet and crispy cod and chips.

In October 1976 crispy haddock steaks and four crispy cod portions were added to the range. They were

both launched successfully with consumer money-off offers.

In total, Birds Eye estimates that these two new products have added a further 12 per cent in sales volume to the range.

A new television commercial which began appearing in late January this year has already helped boost crispy fish to a new all-time high. The new commercial, featuring Rodney Bewes, has been screened nationally covering the full range, but with particular attention on crispy haddock steaks and crispy cod portions.

Said prepared fish products manager, Mike Dobson: "Our sales for the

Catching bait claim is dismissed £1 000 SALMON POACHING FINE

SKIPPER John Wilson of Tweedmouth, Berwick, has been fined £1,000 for salmon poaching in the North Sea.

Skipper Wilson (50) was found guilty at Dune Sheriff Court of illegal salmon fishing by drift net off the Berwickshire coast.

He claimed the drift net was using when the St. Abbe-based *Rachel Douglas* was spotted by a fishery protection helicopter was for catching mackerel for bait. But Sheriff James Peterson, who ordered

FISH SHOW

AN exhibition of interest to fish caterers, retailers and friers takes place at the Petwood Hotel, Woodhall Spa, on April 10.

Organised by Anglia Woods Frozen Foods of Kemp Road, Fish Docks, Grimsby, the exhibition will display frozen foods.

Anglie Woods' sister company — Coastline Seafoods — will be showing its frozen fish range. It will be joined by some of the big names such as Ross. Phone Grimsby (0472) 53638 for more details.

forfeiture of the net, refused to accept the explanation.

"It does not make sense to shoot hundreds of yards of net hundreds of fish that could be caught in that net in any quantity would be salmon or migratory trout," said the Sheriff.

The court heard that, when officers of the fishery protection mine sweeper HMS *Shovington* boarded *Rachel Douglas* in St. Abbe Harbour, they found no fish.

In his judgement, Sheriff Peterson said the helicopter crew had seen a net attached to *Rachel Douglas* and, when they returned to the scene, the vessel and the net drifted apart. The crew attached weights to both ends of the net.

Rachel Douglas then returned to St. Abbe Harbour where a box was handed on to another boat before they tied up.

"It would appear *Rachel Douglas* crew abandoned the net when they were spotted by the helicopter," said the Sheriff.

Defence solicitor, Peter

Beaton, pointed out there was no evidence of fish being caught, adding: "Winter fishing this year

has been particularly bad and my client is not one of the more prosperous breed of fisherman."

The Colne-owned sister stern trawler *St. Phillip* and *St. Patrick* took the first two places.

The former returned for Tuesday's market after a 16-day trip with Sk. T. Martin to put ashore a 592-kilob catch which sold for £15,402.

St. Patrick (Sk. David Bedford) also landed on the Tuesday after 12 days out to put ashore 459 kits worth £12,715.

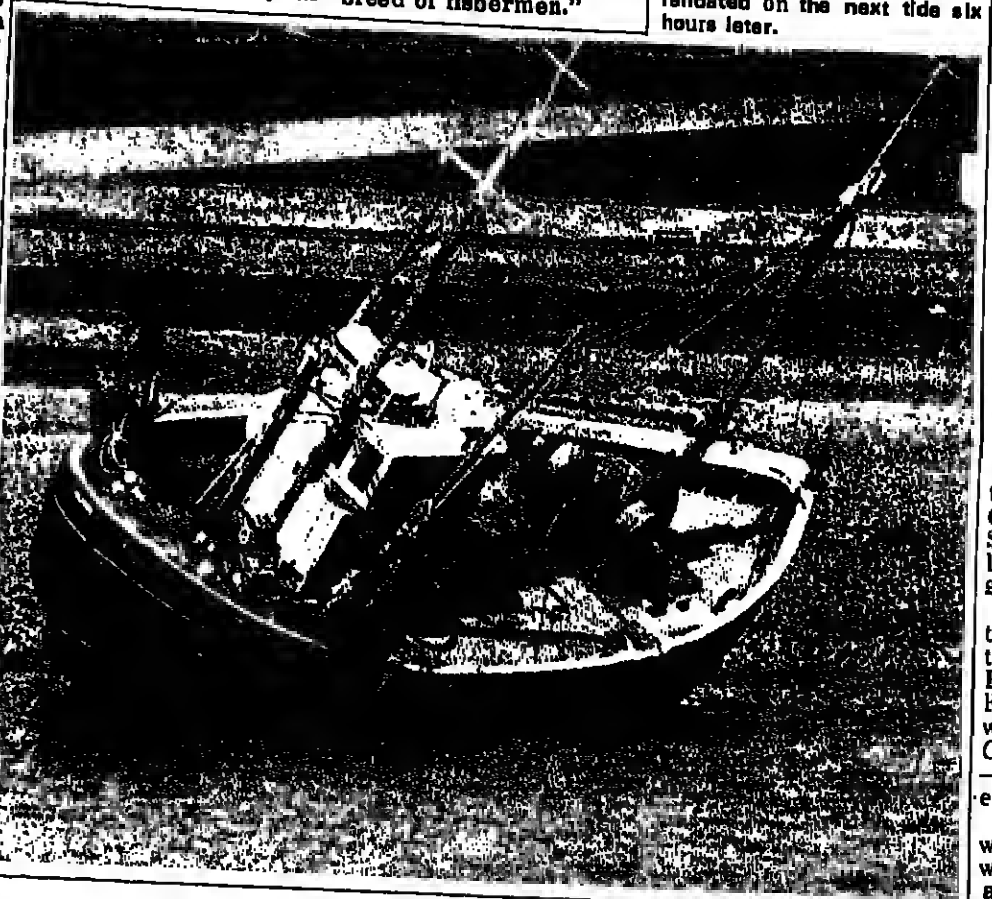
The previous day had seen the stern trawler *Bolby Queen* (Sk. Donald 'Rogie' Smith) in after 11 days with her 396 kits selling for £11,679.

The next two places were taken by the two Colne side trawlers *St. Luke* (Sk. B. Bowler) — 367 kits on the Friday after a 12-day trip worth £11,211 — and *St. George's* (Sk. J. R. Gallagher) — 386 kits after 12 days to earn £10,972.

Other landings during the week included *St. David's* with 370 kits on Tuesday, and *St. Thomas*, 381 kits.

Ashore at the River Tweed

A 40FT. LONG wooden fishing boat (below) ran aground at the mouth of the River Tweed at Berwick last week. The Larwick-registered *Halcyon* was heading for Ardington when she grounded on a sandbank. Her crew of four stayed aboard and the 24-tonner refloated on the next tide six hours later.



Owners share top six

IN THE short week after the Easter break the top six trawlers at Lowestoft were owned by the Colne Group and Tallman Trawlers.

The Colne-owned sister stern trawler *St. Phillip* and *St. Patrick* took the first two places.

The former returned for Tuesday's market after a 16-day trip with Sk. T. Martin to put ashore a 592-kilob catch which sold for £15,402.

St. Patrick (Sk. David Bedford) also landed on the Tuesday after 12 days out to put ashore 459 kits worth £12,715.

Tallman

The next two places went to Tallman vessels — the side trawler *Bentley Queen* (Sk. K. Bridge) being third with a £12,112 grossing on the Wednesday from a 410 kit-landing after 12 days.

The previous day had seen the stern trawler *Bolby Queen* (Sk. Donald 'Rogie' Smith) in after 11 days with her 396 kits selling for £11,679.

The next two places were taken by the two Colne side trawlers *St. Luke* (Sk. B. Bowler) — 367 kits on the Friday after a 12-day trip worth £11,211 — and *St. George's* (Sk. J. R. Gallagher) — 386 kits after 12 days to earn £10,972.

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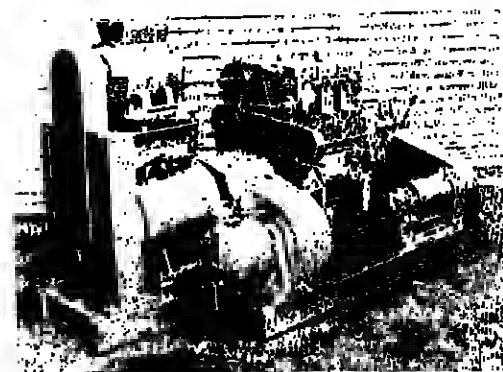
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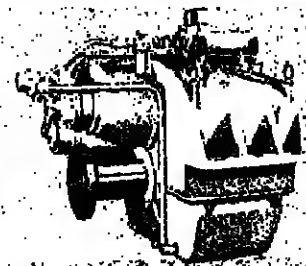


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Good luck and good fishing
to Skipper David Smith and
Partners on the new vessel
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ALEXANDER NOBLE
and Sons of Girvan,
Ayrshire, has
delivered its first new
fishing vessel since
1975, *Devorgilla*. She
is for Skipper David
Smith of Stranraer and
his partners.

Designed primarily for
trawling, she is capable of
scallop dredging and seine
netting and like all the
vessels from the Girvan yard
— she has been built to an ex-
ceptionally high standard of
craftsmanship and finish.

She is a slightly larger and
barnier version of *Wanderer*
II, the last boat the yard built
which is owned by the Gibson
family of Dunure.

Hull construction is largely
of wood and yard director,
Alex Noble, says that top-
quality boatbuilding timbers
are still available.

The yard was founded in
1946 by Mr. Noble, a native
of Fraserburgh, and concen-
trated on building herring
ring net vessels for the Scot-
tish west coast.

Over the years it developed
the design and construction of
these boats into what
fishermen considered was the
optimum in efficiency and

quality for their method.
However, with the decline
in ring net fishing and the
move towards trawling and
shellfish dredging, the Noble
yard has readily produced
new designs in keeping with
the demands of these more
robust working methods.

With an overall length of
69.8ft., a good beam of 22ft.
and moulded depth of 11ft.,
Devorgilla is a sturdy and
capable looking boat and
shows that her builders have
made the transition from ring
netters to trawlers with no
mean effect. She was design-
ed by the builders.

Devorgilla complies with

the latest requirements of the
Department of Trade and the
White Fish Authority. Her
tonnage under Part IV
Registry is just short of 50
and the vessel is of traditional
Scottish layout with the
deckhouse aft.

Drakemyre Engineering
Co. of Dalry fabricated much
of her superstructure, in-
cluding the steel deckhouse
and aluminium wheelhouse,
foremast and hatch.

A D. F. Sutherland combi-
nation seine and trawl
winch is fitted forward, the
trawl drums lying in a fore-
aft position at the after side of
the seine barrel. For seine

netting, a Beccles rope roller
is fitted forward of the winch.

An Ibercisa AKA power
block is hung on an Atlas
crane aft of the deckhouse
and a Loeise Hydraulic Co.
cargo winch is positioned on
the after end of the
wheelhouse.

Seine rope leads are by
Munster Simms, but trawl
blocks and rollers are of the
builders own supply.

Chalmir rubber-cased
floodlights and a French
searchlight are also carried.

For a vessel not quite 70ft.
long, there is a remarkable
amount of space in the
engine room. Careful fitting
of the equipment has produced
a neat and tidy layout.

The Kelvin TASC8 propul-
sion engine develops 400 hp
at 1,160 rpm and is coupled
through a Reintjes 4:1 reduc-
tion and reverse gearbox to a
Bruntons 66in. fixed-pitch
propeller housed in a Kert
nozzle.

Equipment driven from the
engine includes a Gilbert
Gilkes and Gordon 350/100
bilge and general service
pump, a Transmotor 12kW
110 V dc generator and two
AC90 alternators.

The Dowty variable
delivery hydraulic pump for
the winch is driven from the
fore end of the engine through
a Sutherland step-up gearbox
and clutch unit.

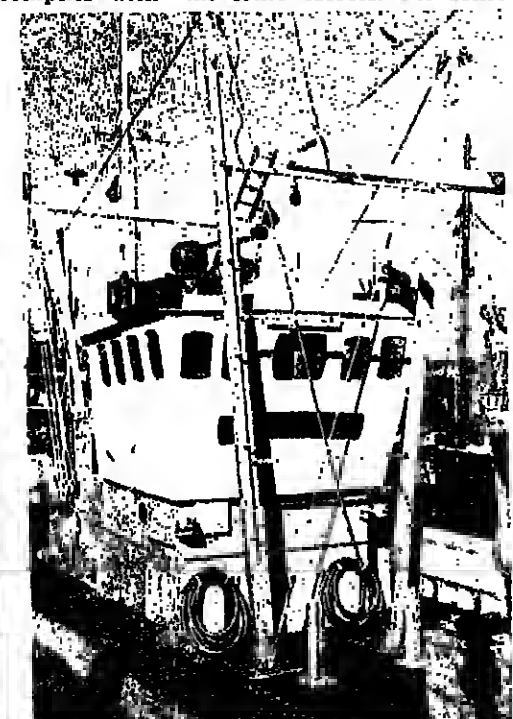
A hydraulic pump to drive
the power block is also driven
through the Sutherland gear-
box.

Wilmars Engineering Ser-
vices (Aberdeen) Ltd.
assembled the auxiliary set
based on a Lister HRV
engine, which gives 37.5 hp at
1,800 rpm.

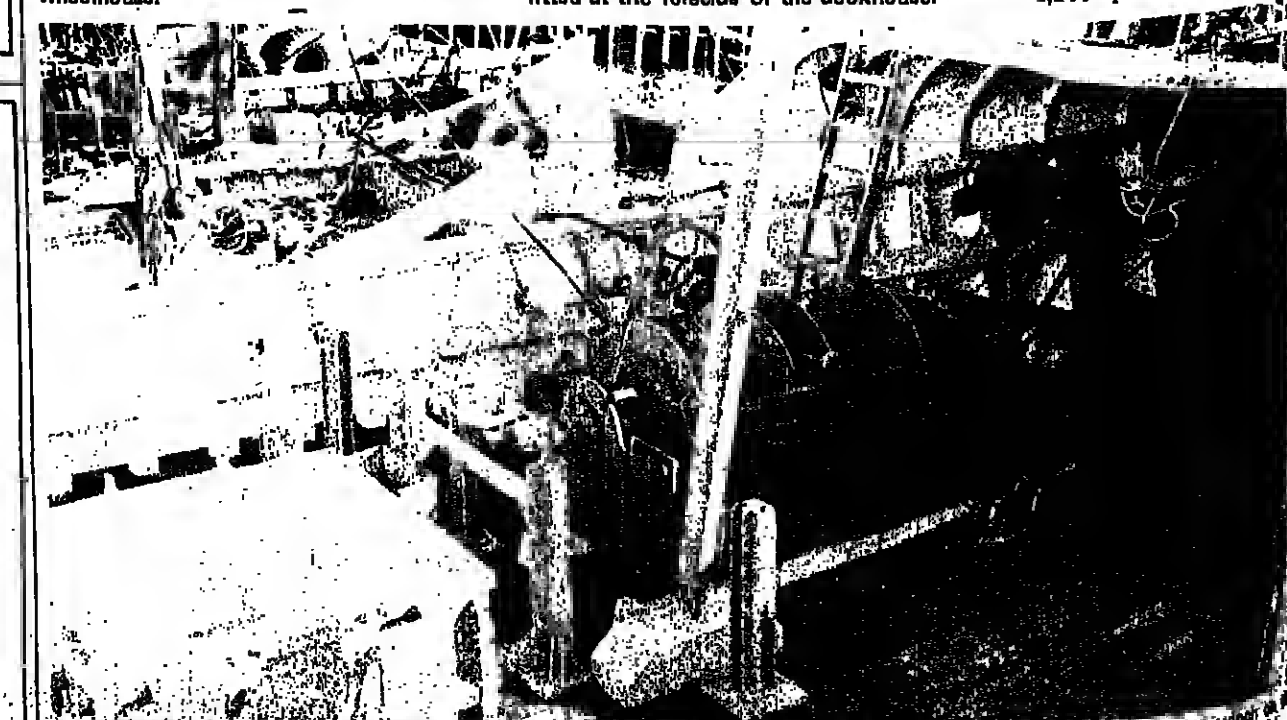
All the electrical switch-
boards were supplied by
McGeach and Macphail Ltd.
of Glasgow.



Fish finding equipment in *Devorgilla*'s
wheelhouse.



Steel poles for handling scallop dredges are
fitted at the foreends of the deckhouse.



Sutherland Engineering and Drakemyre. The Beccles rope roller is forward of the winch and the Loeise Hydraulic cargo winch is at the after end of the wheelhouse.



Alexander Noble and Sons' first new fishing vessel since 1975 — *Devorgilla*.

It drives a 12kW 110 V
Transmotor generator, AC90
alternator, Desmi 2in. bilge
and general service pump and
a hydraulic pump for the
cargo winch. Tanks in the
engine room, which is vented
by Airmax fans, hold over
2,000 gallons of fuel oil.

All the electrical switch-
boards were supplied by
McGeach and Macphail Ltd.
of Glasgow.

Fish finding aids in the
wheelhouse include Wusmar
220 sonar, Kelvin Hughes
MB44 echo sounder with BL1
Scale Expansion unit, Furuno
Adecope CRT scale expander
and Depmar 108B 60 kHz
echo sounder with Sitex 1300
transducer.

Communication and
navigation equipment in-
cludes 'Sailor' T122 R105 400
W SSB radio telephone,

'Sailor' 144 VHF radio
telephone, 2182 Watch
Receiver, Amplidan talk-
back system, and Decca
Mk.21 Navigator, 350T
Track Plotter and 450
Automatic Pilot.

Tenford 100 ESG electro-
hydraulic steering gear is
fitted, and other equipment
in the wheelhouse includes
Wynstrum window wiper,
Bostrom Viking helmman's

chair, and Morse engine and
winch controls.

The galley is arranged in
the deckhouse and fittings in-
clude a Kempse KS2 elec-
tric cooker, Santon electric
water heater and a small
fridge. A separate messroom
is located below the
wheelhouse.

A tank in the steering gear
compartment carries some
400 gallons of fresh water.

Bunks for seven are
arranged in *Devorgilla*'s
cabin, below deck aft.
The roomy fishroom is in-
sulated on the bulkheads and
is fitted with steel posts, red
pine boards and two lee
lockers.

Safety equipment includes
an engine alarm system from
the Pyroprop Engineering
Co. of Plymouth.

Tecaid Electronics
supplied the engine room fire
detection and alarm system,
also the bilge level warning
system. Fire extinguishers are
by Chubb.

Nobles has been concen-
trating on repairs and
overhauls for the past few
years, but it does have
another wooden-hulled vessel
under construction.

A 58ft. transom sterned
craft is being built for Mr. D.
J. Russell of Kilkeel, in
Northern Ireland and will be
powered by a Gardner engine
of 280 hp.

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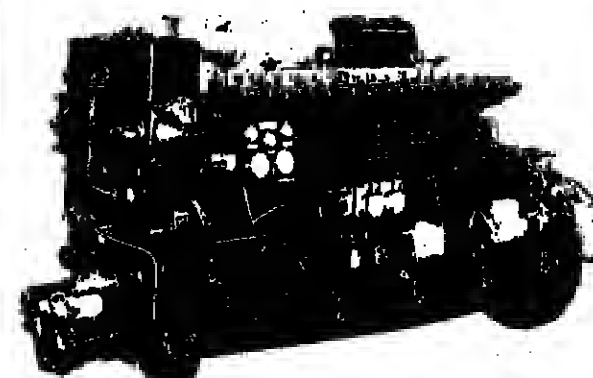
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SIX COVE MEN PICK CORNISH BOAT

A SIXTH Treeve Marine Cove Boat is now working out of Penberth Cove, Cornwall. She is Aquila owned by Terry George.

The 15ft. 6in. GRP-hulled open boat is based on a design by Gary Mitchell of Mevegesey and has been fitted out as a traditional Penberth Cove boat.

She has two thwarts at either end of the fishhold, tiller steering, a mast for the whip aerial and an aft seat and locker.

For beach work the hull has the keel and heavy-duty bilge keels capped with iron. There is a shoe for the rudder, too.

Equipment fitted aboard Aquila includes Whale Gusher 10 pump, Depmar echo sounder and Seavoice radio. Her engine is Yanmar's YS 12.

Both the sounder and radio are mounted on the port side of the engine box and the gunwales are protected with brass strips.

Back in January Treeve launched its first export order — for Indonesia. This hull was specially adapted for use as a purse seine skiff and is fitted with Morse Teleflex wheel steering forward, plus forward gear lever and throttle control.

The Teleflex steering is connected through the transom tiller to a steel balanced rudder hung on a pintel, which pivots on a heavy duty shoe forming part of the keel iron.

The hull, which has arrived at her base, is specially strengthened with a beam shelf, heavy duty longitudinal, plus iroko towing posts and lifting eyes.

The engine is a Lister STIMGR and a Whale Gusher 10 pump is also fitted. Design work is now complete on the new DS 20 and construction will start on the plug for the mould soon, according to Treeve.

This 20-footer has been designed to bridge the gap between boats for professional and semi-professional fishermen.

Design work on the new DS



Aquila — the latest Treeve Cove Boat for Penberth Cove. The 15ft. 6in. hull is moulded in GRP.

34 has also been finished by Denis Swire, C.Eng., FRINA, after whom Treeve's DS range is named.

The hull of the DS 25 has now been raised by 4in. to make it an even roomier boat and improve seakeeping ability and safety. This has been named the Mk. II version.

GRP cabin mouldings for the DS 25 are now being offered, including fore and side decks.

Moulding the cabin cuts down the delivery time for a vessel and reduces production costs so the total cost of the boat can be reduced, according to Treeve.

The DS 25 hull is being moulded in two other versions apart from the White Fish Authority-approved spec. There is a frameless hull and a sports version with frames at 40in. centres. This hull is recommended for part-time fishing or pleasure use.

Prototype purser delivered

NORWAY'S shipbuilding industry has produced some very interesting ships this year. A prototype purse seiner named *Torbas* is fully capable of fishing blue whiting and *Libas*, at 284ft., is the country's largest

purser-trawler. Other yards are also hard at work and have produced a new-type long-liner and two wet fish storn trowlers for Iceland. On the GRP side, the firm of Vikund is planning to build a 58-footer.

Torbas is 180ft. long and the first of a new class by Ustoin Trading. Specially designed for sorlos building,

the 900 gross ton trawler-purser is equipped for deepsea fishing and can carry 800 tons of fish.

Half of this capacity is carried in RSW tanks, while there is also a cooled fish hold plus a refrigerated space.

Features of the ship are Ustoin's FCM system (full manoeuvring control) for controlling all propellers by a single lever and, also, a ship possible stabilising system.

Torbas carries two automatic trawl/purse and winches on the stern and these are remotely controlled. The ship's main engine is a 3,500 hp diesel by Deutz and she has two Ustoin side thrusters.

Libas, built by Gøyg Bått AS, of Høylandbygd, replaces two whalers converted to purse seiners and cost £2.2m. She started her career on northern Norway capella and is a switch to blue whiting.

She is a 1,348 gross ton ship powered by a Wihman diesel of 3,800 bhp and has a speed of 17.5 knots. Her 12-man crew is accommodated in single cabins.

The new longliner is 108 ft. long and has been built by the Sigbjørn Iversen yard at Fiskefjord, which has built tonnage for Humber ports.

Equipped with a navigation system, she is built around the Mustad Automatic system and is powered by a 1,500 hp Callesen diesel. Gross tonnage is 198.

The two ships for Iceland are 182ft. long and have hulls supplied to Fiskefjord by Slipp to fit out. They have maximum capacity of 700 tons and are equipped with a plant.

DRY DOCK STRIKE DELAYS FREEZERS

A SEVEN-WEEK strike by 30 foremen has resulted in the Humber Graving Dock at Immingham, South Humberside, laying off its labour force of 750 men.

This is causing problems to freezer and distant water operators, especially to Grimsby, who have been used to sending their trawlers there for dry docking.

A few weeks ago the Boston Group was forced to send *Boston Halifax* to Yarmouth and last week BUT had to put the Grimsby freezer *Ross Vanguard* up to the Tyne because of the dispute.

Penalty

Possibly the worst affected is the former Hull stern trawler *Hommond Lane*, renamed *Lady Hazell* following her sale to North American interests. She was in the Humber Graving Dock when the strike began undergoing conversion work to a survey ship.

The vessel is now the subject of rumour, which have not been denied, that there is a £4,000 per day penalty clause in the contract for the work originally due for completion no later than February 23.

The strike is over the sack of three foremen.

Aberdeen awaits the market test

ABERDEEN fish market, which lost nearly 1,000 ft. of quay space this week, faces its big test today (Friday) when a large part of the port's infrastructure on Monday.

So for all sections of the fishing industry have co-operated extremely well to pull through the crisis.

A tremendous row flared up over the Harbour Board's move to close down the quay when the spring fishing was coming on. There were fears of jobs and trade being lost.

This week has seen markets of over 6,000 cwt. Emergency measures, including bringing in battery-operated trolleys, were introduced so far had coped with the situation.

David Craig, chairman of Aberdeen Fishing Vessel Owners' Association, told *Fishing News* that there were still "teething problems". These were little problems which were being tackled as they appeared.

All sections had co-operated fully allowing flexibility. A committee operates a daily plan landing system which "evens out the market and ensures an average flow each day".

Mr. Craig pointed out that no ships had by-

'Dock neglected'

passed the port. Mr. Craig added that the industry is under extreme hardship and to maintain a high level of operation at the market end it had lost the industry "a lot of money".

Hugh Brown, Scottish Under-Secretary responsible for fisheries, will meet Aberdeen Harbour Board today (Friday) to discuss the crisis.

On Monday 5,200 boxes from the trawlers 180 boxes from the seine fish dock has been taken there by motorised

market which remains open and some boxes had to be stacked two-deep.

The largest catches were from the stern trawlers *Glen Ughart* and *Grampian* which put ashore 1,300 boxes and 720 boxes, respectively.

Some boxes and consigned fish can be laid out for auction along the rear of the condemned section of the market end and

the small section of the taken there by motorised

MAN SWEEP AWAY

MORECAMBE fisherman, David Green (29), died last week after his dinghy was swamped while using a stow net.

He was swept away in a four-knot tide despite his crewmen immediately summoning assistance by radio. The local inshore lifeboat and RAF helicopter — plus two local boats — found only the oars from the dinghy.

His body was recovered later that evening on a sandbank one mile updrift from where his vessel, *Ross*, has been moored to the stow-boat gear.

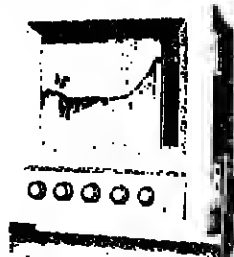
NEWINGTON'S C. S. Forrester is still up front in the Hull District Water Challenge Shield competition, while *Merr's Westello* holds second place. More details next week.

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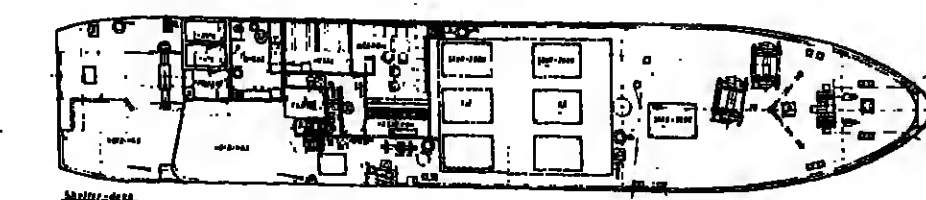
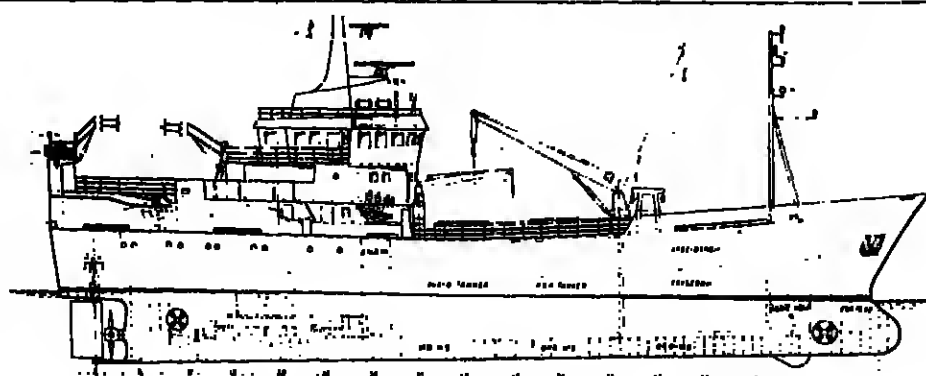
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The purser-trawler *Torbas* is 55.7 metres long and equipped to fish blue whiting. Her specification includes satellite navigation equipment and a stabilising system. Her fish finding aids include Simrad's CO situation display sonar system and echo sounders by Elac. Ustoin, her designers, worked closely with the vessel's owner and she could become a standard type.

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NOBLE BOAT FOR IRELAND



The Alexander Noble yard has started building a 58ft. trawler named *Devorgilla* for Mr. D. I. Russell of Northern Ireland. The yard has just completed *Devorgilla* (see page 10) which will be Gardner-powered.

56-footer is cooled

A NEW seiner-trawler shortly to join the fleet at Whitby, Yorkshire, is to be fitted with a fishroom cooling system from Promac of Holland.

The 56ft. wooden-hulled vessel is being built by James Noble (Fraserburgh) Ltd. for Skipper T. Bannison, Inverness, by the Whitby Fish Sales Co.

The boat is to be equipped with a Kelvin engine; Northern Tool and Gear works; Losse Hydraulics; a power block and rope reels; and a Simrad echo sounder. Merop Ltd. of Halifax,

agents for Promac, is to supply the type DC SK-43 cooling plant which will be driven from a 110V electric motor. It will feed ten cooling coils fitted in the deckhead of the 47 cu. m. fishroom.

She will be the smallest vessel to be fitted with a Promac plant through Merop. Fishermen in the north-east of England are now showing a great deal of interest in this equipment.

When it came to choosing GRP fishing boat hulls for production in Ireland, Joe O'Driscoll — Ireland's leading boatbuilder — contacted several GRP yards in Britain. He chose Cygnus. — Why? Because Cygnus made a big range of heavy displacement hulls (now stretching from 15ft. to 43ft. LOA) that were the right shape, the right price, and met the degree of quality demanded by the B.I.M. for the Irish fishermen.

From this range with O'Driscoll's considerable fitting out skills, Cygnus's laminating expertise and the ever-helpful, technical assistance of the B.I.M., we have found a winning formula. — For further details please contact: —

O'Driscoll Boatbuilding Co. Ltd., Carrigaline, Cork, Eire. Tel: Carrigaline 862763. Telex: 32056
Cygnus Marine Ltd., Britannia Yard, Kermick Road, Penryn, Cornwall, TR19 7PQ. Tel: Penryn 72970. Telex: 48667

O'DRISCOLL

MACKEREL CLOSE-DOWN

FLEETS SAIL OFF BUT THE FISH IS STILL THERE

FOLLOWING THE biggest season on record — 140,000 tonnes up to the end of March — boats from the Humber and Scotland are starting to leave the Cornish mackerel grounds. The mackerel are moving off to the West of Scilly, but local trawlers are still finding big marks on their sonars.

On Tuesday the 74ft. *Pescado II* returned to Plymouth with an 87-ton catch — her biggest this year.

The fleet has been panned in by bad weather over the past few weeks, giving the mackerel a chance to shoal-up heavily again.

The season has not been as bad for the line men as had been feared when the invasion

of big boats began last autumn. Falmouth line boats had to wait until the New Year for their fish, but a number of boats made up for lost time with some heavy catches.

A thriving market for mackerel has been developed in West Africa and there have been inroads in the UK, too, where the housewife is at last looking at mackerel as a tasty and cheap meal.

The season has attracted the giant factory ships from Russia, Bulgaria, East Germany, Poland, Rumania and even Italy.

Three of these have been based in Falmouth Bay and between seven and ten have been anchored nearby in the Carrick Roads. While their round-the-clock operations may have upset local residents, this fleet has managed to keep some of the cream of Britain's fleet at work.

Provisional estimates show that about 90 per cent of the mackerel catch has gone for human consumption, thanks to Government restrictions being better observed than had been feared.

One of the biggest operators in the south-west during the winter has been the trawling giant, British United Trawlers. Its freezer trawlers *Norse* and *Goth* have been among the 14 freezer transhipping at Milford Haven for the West African Market, while the slightly smaller *Dalliance* has broken new ground by fishing entirely for the UK market. She was freezing and grading on board.

Two of BUT's smaller trawlers — *Lorenzo* and *Benvallo* — have also had a good season. They came south from their home ports of Fleetwood, but have now been based in Scotland following BUT's pull-out at the port.

Another operator from Hull has been Boyd Line — six of whose eight vessels have wintered on the grounds. This firm operates Britain's two biggest trawlers.

A spokesman for Boyd said: "We have stuck strictly to the letter of the law on licences and quotas and only the rejects have gone for meal."

Boyd has exported to Africa and also been involved with the Eastern bloc factory ships. "Our arrangement with the Russians has worked very satisfactorily," the spokesman said.

A lot of oodles have said

the Russians are turning the mackerel into glue, but that is ridiculous. No-one would pay freeze-market prices and then do that."

He added that the daily restriction of 3½ tonnes per man had turned out to be commercially viable.

"We have kept well away from the south-west fisherman's markets — nothing is worse than cutting someone out — and we shall be back next year if the Government allows us to return."

At the big Falmouth co-operative, Cornwall Fishermen Ltd., about 40 hand-line boats and five mid-water trawlers have had "a pretty good season", according to manager Dave Culling.

CFL's French market has been maintained, but the market in Holland was hit by the presence of a Dutch fleet offloading to home ports.

With the 77/78 season behind them, the industry is already looking forward to the autumn. This time the line men are wondering if there will be a quota for them to fish — or if the big boats may grab it all.

Fishing needs health scheme

OUR INDUSTRY'S greatest asset is its workforce and not its boats and machines — matter how expensive and sophisticated they are. Yet, while one would think of buying a fishing boat running it without proper checks, it seems this is what fisherman does with his own — his body.

This attitude is gradually changing in business life, helped by the influx of executives who have years of experience in the health service to direct the industry's efforts.

In this country the people working during the day are not as fit as those working at night. The reduction in earnings by G.P.s working at night is a considerable factor in this.

This fact has been recognised by some industries — the fishing industry is not one of them. Occupational health is a new concept for the fishing industry. It is a concept that will help to keep the fisherman healthy and protect him from the life-threatening loss of his health.

Industries which have occupational health schemes done this not for humanitarian reasons but because it made good sense.

It can ensure that a man is fit for his job — and if he is not fit, he can be replaced by a fitter man. It can also ensure that a man is fit to work for his own health and safety. It can also ensure that a man is fit to work for his own health and safety.

'GULVAIN' GUTTED

Gulvain, the Aberdeen-registered side trawler 'parked' at the Fife port, is now being broken up at the Fife port. The 443-ton ship was built at Hull in 1885. During the early part of last year, the ship was used for her new owners. The 443-ton ship was built at Hull in 1885. During the early part of last year, the ship was used for her new owners. The 443-ton ship was built at Hull in 1885. During the early part of last year, the ship was used for her new owners.

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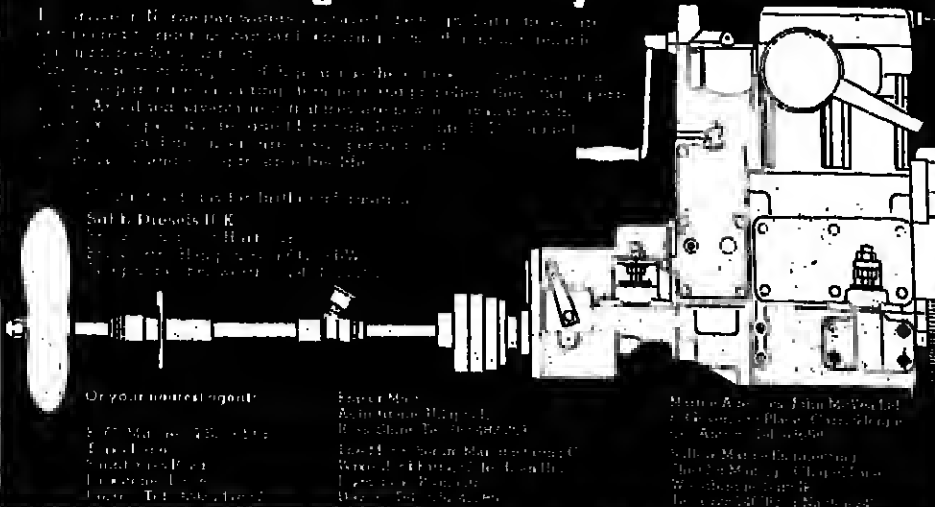
Handling your catch is a costly business. But inefficient handling distorts your costs out of all proportion. Fortunately there is a quick and simple solution. Call GPG Containers and get your problems cut down to size. All GPG containers are available 'off the shelf'. Containers to suit all catches. Boxes, tubs and baskets that shrug off knocks and scrapes and come up smiling every time, even under the most arduous conditions. Boxes that can't chip, splinter, rust or warp. Come like the new 4-tonne C1457, designed for even better stacking and ice distribution. Call us today, GPG containers could be the best catch you've ever netted.

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SFO tries to beat quota

FOUR SHETLAND fishing boats are being subsidised in an experiment to find out whether it is possible to ship seafoods direct from Shetland to Denmark for processing.

The Scottish Fishermen's Organisation has agreed to pay their owners £7-a-ton on top of the £28 per ton paid by the Shetland factory.

Local boats have been on quotas for most of recent seasons because the local factory can only handle about 1,200 tons a week. The factory's current price of £28 per ton meant that a quota of 40 tons a week was uneconomic for fishermen.

The SFO has formed a company with a Danish concern which already imports industrial species from this country.

If the seafoods around Shetland are found to be of a quality suitable for the Danes, it might be possible for fishing boats to unload directly on to a carrier. The price for the seafoods would be over £45 per ton, less carriage.

Battery chests in GRP

WHEN I recently acquired four six-volt 105 ampere hour batteries I said to our local electrical expert who was installing them that I supposed they ought to be stowed in a lead-lined box.

He replied that I was a bit out of date; that nobody bothers with lead-lined boxes nowadays. And he proceeded to fit them on an unenclosed stand he made up himself.

Now, GRP chests are specially designed for carrying batteries and these are the modern equivalent of the lead-lined box.

They are known as standard battery chests and are made of self-extinguishing glass reinforced polyester resin.

They are designed to carry one 24 volt, two 12 volt or four six volt batteries with adequate space between them and the sides for cables. Ventilating canals are moulded into the lid which is kept in place by stainless steel fittings.

The chests are made in Norway by Ustein Vanylven A/S, a company which can supply larger GRP battery chests if required plus other GRP mouldings of interest to fishing vessel owners.

It makes splash and weathertight doors with windows or portholes, fire hose and lifejacket lockers, mouldings to take portholes or windows, and chests of

John Burgess' Log



various sizes for stowing large numbers of lifejackets.

The firm's products are obtainable in the UK from: Ustein (UK) Ltd., Tesiway, Hilland Industrial Estate, Dunfermline, Fife, Scotland.

Building to the rules

"MY BROTHER and I plan to build a wooden boat about 38ft. long which we can use for potting and line fishing when we retire."

"We went to build her to comply fully with Department of Trade and Industry and other official regulations."

"We should be obliged if you would let us know of any publications which would serve as a guide when we are selecting designs, materials and equipment."

A publication which would serve as a very useful guide is

published jointly by the White Fish Authority and the Herring Industry Board. It is called *Rules for the Construction of Wooden Fishing Vessels, 1975*.

It tells you in detail how a wooden fishing boat must now be built if her owners are to be eligible for a grant and/or loan from the WFA or HIB.

It begins with how vessels are classified into four types by the authority and board.

Those in Class A are fitted with watertight main deck and bulwarks, constructed with carvel planking and sawn frames throughout, and with a scantling numeral above 60.

Those in Class B are fitted with a watertight main deck and side-clearing scuppers, constructed with a combination of sawn and bent framing, with a scantling numeral below 145 and above 45.

Class C vessels include all those without a watertight main deck and with a scantling numeral not exceeding 60.

plus all beach boats except cobbles and Norfolk beach boats.

The latter two types and other 'local area' types of boat are classified as Class D boats.

The booklet details how scantling numerals are calculated and what kind of workmanship and materials must be put into vessels if they are to be approved by the authorities' surveyors.

It is obtainable from the White Fish Authority or Herring Industry Board, Sea Fisheries House, 10 Young St., Edinburgh, and costs £2.50.

Another useful guide when reaching decisions about layout and selecting pumps, fire-fighting and lifesaving equipment, is *Statutory Instruments, The Fishing Vessels (Safety Provisions) Rules 1975*.

The rules apply to every mechanically propelled seagoing fishing vessel registered in the UK under Part I, or entered in the fishing boat register under Part IV of the Merchant Shipping Act 1894.

They contain detailed specifications of the fire pumping apparatus and pyrotechnics you will be required to carry in your boat.

Copies of them are obtainable from HM Stationery Office, 49 High Holborn, London WC1V 6HB, or through booksellers.

Books on braiding

"I WOULD like to braid my own netting and make a small trawl."

"But I am a complete

naïve and do not know what sort of twines to use or how to make a start.

Are there any books which would be of help to me; if so, where can I get them?"

John Garner's *Modern Inshore Fishing Gear* would undoubtedly be of help for it contains a well-illustrated description of how to make a small inshore trawl — designed to be hauled and assembled by beginners.

A book called *Netting Materials for Fishing Gear* and another called *Mending of Fishing Nets* would also help.

All three books are obtainable from Fishing News Books Ltd., 1 Long Garden Walk, Putnam, Surrey.

A 1978 price list is provided free.

Work 'down under'

"WHEN I have completed serving my apprenticeship I would like to get a job as a fishing boat builder somewhere in Australia."

"Do you know of anyone there who I could write to about doing so?"

I suggest you write to the Immigration Officer, Australia House, Strand, London WC2B 4LA, and tell him what you want to do.

He will advise you how best to go about finding a prospective employer and sponsor, and put you wise about current immigration regulations and assisted passage schemes.

50 years ago

Recalling some of the stories which appeared in our columns this week 50 years ago.

APRIL 7, 1928

CUTTY SARK, a new seining-trawler built by Furber, Sandbaven, runs first 100-milo trawl upon 30 gallons of crude oil, costing 17s 6d.

GRIMSBY trawler *Merlin* owned £900 for salvage services to *Lord Palmerston* when gear fouled her propeller.

221 LIVES saved by Royal National Lifeboat Institution in three months — the largest number of rescues since the war.

CLYDE fishermen sorry over raids on berths in Loch Sirlivo. They demand Fishery Board of Scotland closes the area or enforces net mesh rules as loch is over-fished.

BUCKIE cod fishing season ends. Season's total is £14,000 for 87,000 cod.

STAITHE, Yorkshire, lifeboat station re-open. It had been closed for six years because of launching difficulties.

PRODUCT NEWS

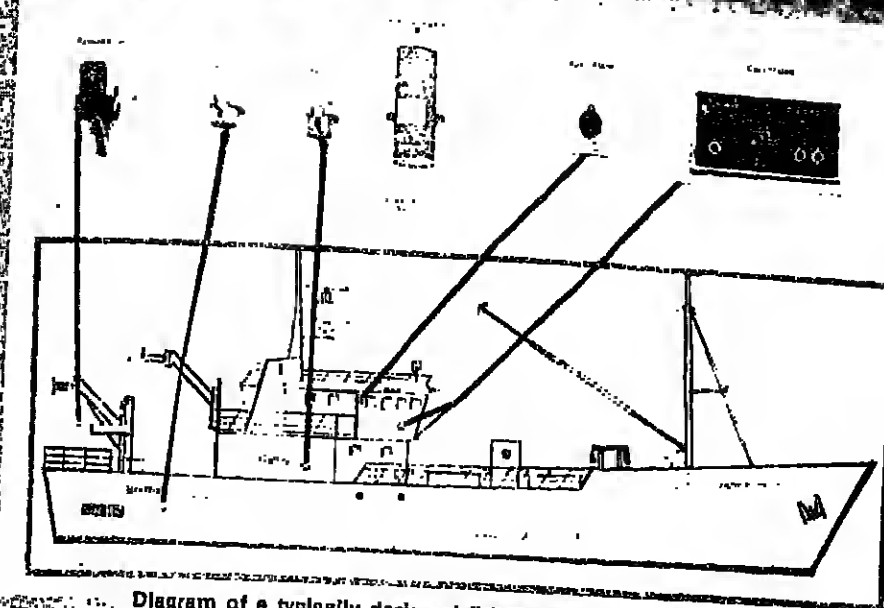


Diagram of a typically designed fishing boat showing the positioning of Gas Sentry Mark 3 — a new gas detecting system.

Gas protection

A NEW GAS detection system for boats warns of escaping gas and cuts-off the supply at source.

It is the first system to be certified as safe by the British Approval Service for Electrical Equipment in Flammable Atmospheres.

The device — the Gas Sentry Mark 3 — comprises a control box connected to sensors mounted in the potentially dangerous areas and a remote shut-off valve inserted into the gas supply pipe at, or near, source.

As little as two per cent of a flammable gas, mixed with air, is a potentially explosive mixture — making tiny leaks lethal.

The Gas Sentry Mark 3 detects minute quantities of hydrocarbons in the air, including methane, propane, butane and carbon monoxide. Sensitivity can be adjusted to detect concen-

trations as low as 0.3 per cent, although 0.5 per cent is the more usual.

The sensors incorporate solid state semi-conductors which, when flammable gases are present in the surrounding atmosphere, rapidly increase in conductivity, triggering the audible and visual alarm and automatically shutting the remote valve. In addition, dangerous electrical circuits

can be isolated by the remote control unit.

Regulation of the voltage and limitation of the current to the sensors prevents heat build-up and the production of a spark (which could occur in unsafe equipment).

Gas Sentry Mark 3 retails from £140.80 + VAT, including two sensors. It is available from Condolastic Ltd., of Pershore, Worcestershire.

EXTRA 'EYE' FOR HELMSMEN

Another 'four'

A FOUR-cylinder diesel engine has been added to the Mercraft Econ-O-Power marine range.

Known as the Mercraft 80, the engine develops 65hp (48kw) at 2,250 rpm. Maximum torque is 160lb/ft. (21.85m/kg) at 1,400 rpm and its dry weight, without gearbox, is 345lb. (384kg).

The engine joins a range of 18 Mercraft models from 57hp to 250hp.

Further details from: Mercraft, Littleington, Royston, Herts.

Alarm by Channel Marine for advance warning of shallows.

A NEW electronic depth alarm from Channel Marine could help save boats from running aground.

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Once triggered, it gives a

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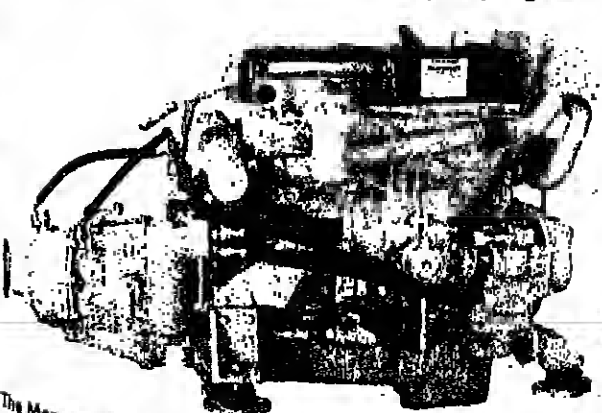
The alarm unit consists of an on-off switch and audible alarm housed in a high impact ABS plastic box. The unit is powered by two PP3 batteries and current consumption is around 2mA on standby.

It can be elted anywhere in the cabin, so long as the photo-sensitive eye reaches the echo sounder dial. Fixing is simple by means of two screws through rubber grommetted holes in the back of the unit.

As well as giving advanced warning of shallow water, the unit is useful when tacking in between shoal banks and when following contour lines marked on charts.

The helmsman is then free to watch the boat's course instead of keeping constant watch on the sounder.

Further information from: Channel Marine (Sales) Ltd., 424, Margate Road, Ramsgate, Kent.



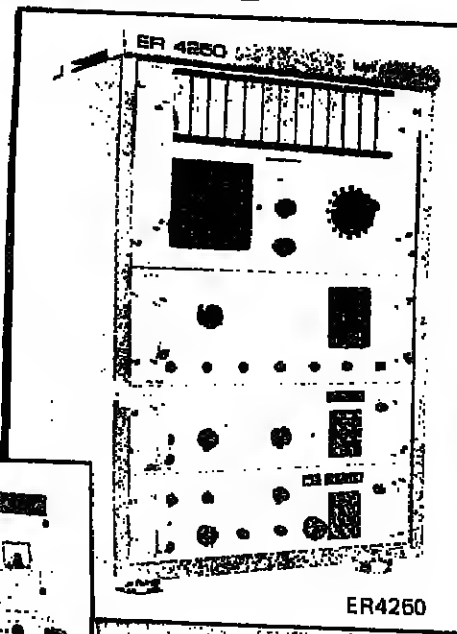
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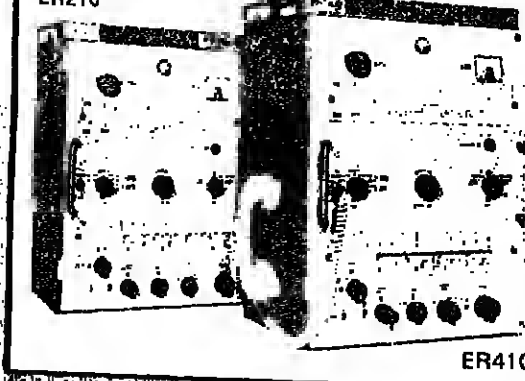
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CIVIL ACTION ON SALMON

ARBROATH Sheriff Court was told last week of an incident between ex-naval commander Michael Forsyth-Grant in his speedboat *Trafalgar* and the Dunbar fishing boat *Spitfire*.

Commander Forsyth-Grant told the court that he engaged the boat in Lunan Bay, Montrose, when he suspected her of illegally fishing for salmon.

As he approached *Spitfire* he saw a salmon going on board in a net which he was certain was a drift net.

Said Commander Forsyth-Grant: "The distances between the vessels was no more than 20 ft. I held my water bailiff's card aloft and shouted: 'Consider yourself under arrest.'"

The crew of the fishing boat paid no attention to him and continued hauling in their nets. Then they made off at great speed.

This evidence was given during a unique civil action taken out by salmon fishing firm, Joseph Johnston and Sons, Ltd., of 2 America Street, Montrose, against fishing boat skipper Robert Davies of Dunbar.

Johnston is seeking an interim interdict to prevent Davies from illegally fishing for salmon off the Angus coast owned or tenanted by the firm for salmon fishing. It is also seeking a sum of £2,000 outlaid by them as a result of Davies' alleged activities and the cost of the court expenses.

The incident between the

two boats occurred on September 8, 1976.

In his evidence the commander said that when he saw boats fishing for salmon in the bay he located a speedboat and asked two police officers to accompany him.

They refused, so he decided to engage them, helped by superintendent of salmon fishing David Dundas, chief motor mechanic Alex Coull and skipper of Lunan Bay Fishings, Angus Smart.

During the mini battle in the bay, the commander said they were afraid at one time *Spitfire* was going to ram *Trafalgar* as they fought over the net containing salmon.

They started to lift the net into their boat, but they had to cut the tow or there would have been a collision.

Commander Forsyth-Grant said they had decided to take out a civil action against Davies when they discovered there was to be no criminal action.

He denied that the action had been raised following an incident off Aberdeen last June when a vessel owned by Johnston was involved in a collision with Davies' boat.

Sheriff Stuart Kermack continued the hearing until June 7 to allow all the evidence to be heard.

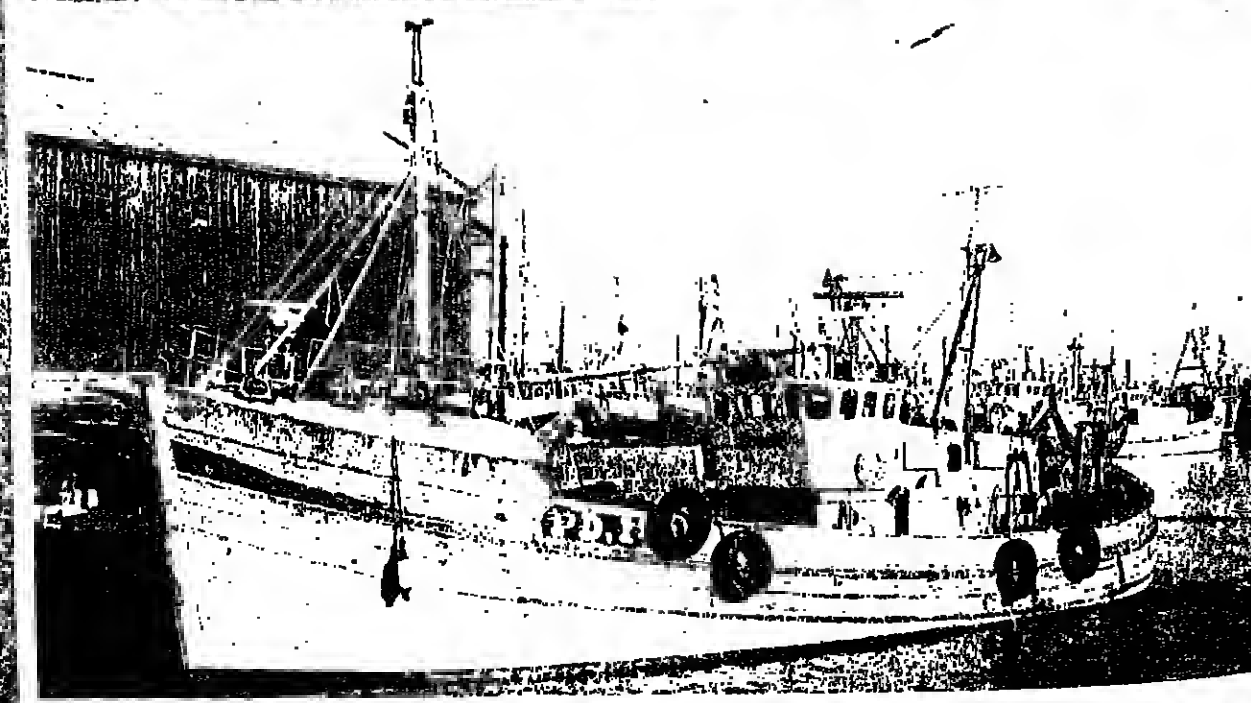
Cable cuts

ABOUT £200,000 worth of damage to undersea telephons cables off Cornwall has been caused by trawlers, the MP for Falmouth, David Mudd, has been told by the Post Office Telecommunications department.

Mr. Mudd says he is very concerned at the increase in the damage since the beginning of last year. Three transatlantic cables have been affected.

In a letter to the MP, the Post Office says: "Over the last four years we have had no faults to the cables on the North Devon Coast. The Cornish cables have sustained seven faults, of which five are attributed to trawlers. Four of the trawler faults occurred during 1977.

"Whereas we are concerned with the increase in trawler faults, we bear in mind that there is a continually changing pattern in trawler activity as they follow the fish, and the fault record over a single year does not necessarily establish a trend."



Top: *Golden Dawn* on the slipway for a repaint prior to starting pair trawling for white fish. The 88ft. Tynedraft-designed vessel was built by Cubow Ltd. in 1975 for Skipper Andrew Cowe. Above: *Achilles* — one of about half-a-dozen boats which have started fishing for shrimps. Below: *Ocean Gain*, one of the older vessels in the Peterhead fleet, is up for sale.



LATE MARCH and early April is the time when Peterhead boats come home from the various winter fishing grounds and have overhauls before switching to white fish operations.

This year some boats are also having major modifications in preparation for next winter's mackerel fishery.

After spending the winter pair trawling for mackerel and pilchards from Plymouth, the 88ft. steel vessel *Amethyst* is going to Norway to be fitted with refrigerated seawater tanks.

The work, which is to take six weeks, will be carried out by the Haakonson shipyard at Skudenshavn and the RSW tanks will be supplied by Lehmkull.

Amethyst was built about four years ago by Southern Shipbuilders of Pavorsham for Skipper John Buchan and has been pair fishing in company with the Fraserburgh vessel *Sargata* and *Qui Vive*.

This week the 88ft. purse seiner *Morning Star* will go into dry dock at Peterhead to be lengthened by 20ft. and fitted with RSW tanks.

Wood and Davidson Ltd. is carrying out this work which will also entail fitting her with a Kermor RSW plant and a full-length shelterdeck.

Morning Star, fishing under Skipper James Duncan has also been down to the Westcountry mackerel fishery.

Other boats have had a repaint before starting pair trawling for white fish. These include *Faithful II* and *Epicate II* (skippers Walter and Arthur Buchan) which have come home from the North Shetland sprat season.

Skipper James Pirie and his 88ft. *Shemora* are also started white fish pair trawling with Skipper Andrew Cowe and the 88ft. *Golden Dawn*.

This is the first year that these two boats have teamed up and, after their second trip, they landed 1,233 boxes of fish.

Golden Dawn has been pair trawling for much of the winter for having off the Scottish west coast in partnership with the Peterhead boat *Aquila*.

The white fish fleet based at Peterhead is now larger than ever. Almost every week up to two more boats turn up for various reasons.

PETERHEAD a monthly report

Scarcity of fish off the west coast has prompted a number of vessels which normally land at Lochmurchie to switch operations to the North Sea.

In addition, about ten Arbroath boats have been fishing on the Swintway, some 40 miles east of Peterhead, and have landed at the port for much of the time.

Among other boats now working from Peterhead is the 77ft. wooden-hulled seiner *Horizon*, which formerly belonged to Skipper John W. C. Thomson of Lonsmouth and fished from Lochmurchie.

She has been bought by Buckie owners as Skipper Thomson has taken delivery of his new vessel *St. Kilda* (see page 16).

The new 79ft. Buckie seiner *Conquest* (Skipper Dennis Reid) is also fishing from Peterhead.

Skipper Reid's previous vessel, which has been renamed *Courageous*, is still working from the port under new owners.

A new record for the number of vessels to land in one day was set on March 10 when 89 boats put ashore 9,772 boxes. All were Scots and the vast majority were seine netters.

However, despite the increase in fishing effort, the weight of landings for the first three months of this year is down compared with the same period in 1977.

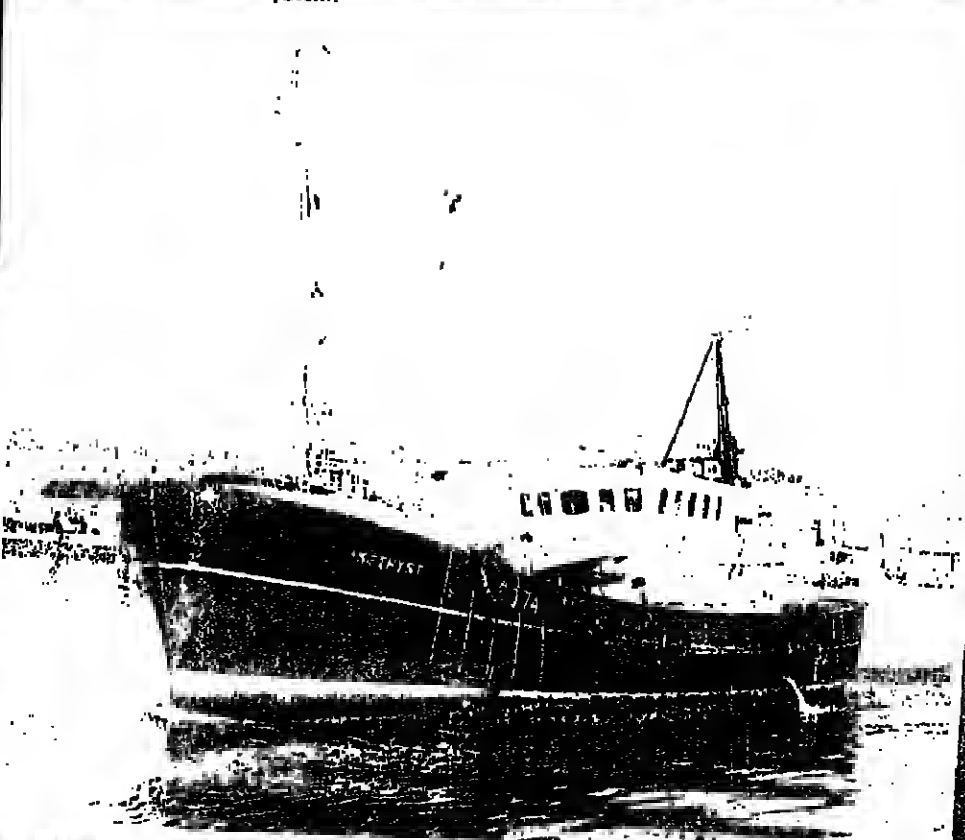
Landings of white fish up to March 26 this year amounted to 283,000 cwt. worth £8,865,000, as against 289,000 cwt. valued at £8,387,000 during the same period in 1977.

The drop is largely a result of bad weather, although a number of skippers report a general shortage of fish.

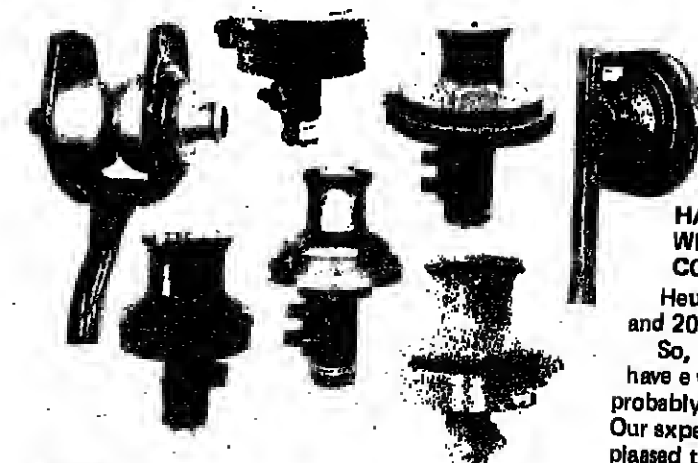
Although bad weather has interrupted the start of the annual shrimp fishing, there are signs of shrimps being more plentiful on the Fladen grounds than they were last year.

About half-a-dozen Danish shrimpers have landed encouraging catches at

Above: Seen tied up in Peterhead are some of the Arbroath boats landing regularly at the port in February and early March. Below: *Amethyst* (see here in Plymouth) is going to be fitted with a refrigerated seawater system.



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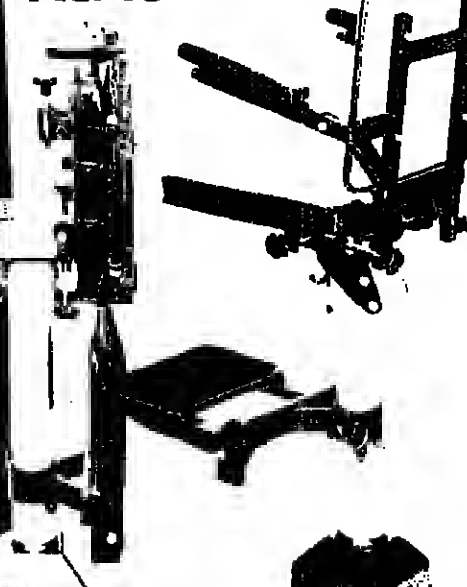
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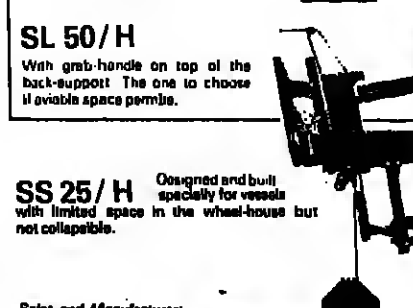
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BIG LINE-UP FOR CONFERENCE ON SHELLFISH

THE 1978 Shellfish Conference of the Shellfish Association of Great Britain will be held in the Fishmongers' Hall, London, on May 16/17.

Tickets are to be restricted to 100 and will be issued on a first come first served basis. A fork buffet supper will be held on the first day for which tickets will cost £7 each. The conference fee is £8 with sandwich lunches available for £2.

The papers represented at the conference are as follows:

TUESDAY, MAY 16
Modern Techniques in

Mussel Processing — by Mr. F. M. Franken (Director and Mr. Th. W. Ciersmans (Ass. Director) Franken b.v. P.O. Box 9, Goes, Holland.
The Cultivation of Natural Stocks by C. C. Lucas, Esq., Newtown Oyster Fishery Co. Ltd., Newtown, Newport, Isle of Wight.
Monsieur Maheo's film entitled: A new mechanical oyster culture system from

Brittany (commentary by Professor Buloust).
Shellfish Research at the Marine Laboratory, Aberdeen by J. Mason, BSc., PhD., MIBiol., and J. C. Chapman, BA, BSc., Department of Agriculture & Fisheries for Scotland, Marine Lab., Aberdeen.

Fishing Boat Designs and the Materials used in their Construction by J. F. Sinclair, C. Eng., MRINA, MCMS, Chief Marine Surveyor, White Fish Authority, Edinburgh.

Crustacean culture & diseases affecting production by Dr. Charles E. Bland, Professor, Department of Biology, East Carolina University, Greenville, North Carolina, U.S.A.

WEDNESDAY, MAY 17
The Role of Training in Aquaculture by Mr. C. H. Aldridge, Fish Farming Training Co-ordinator, Highlands & Islands Development Board, Inverness.

Artificial diets in larval culture by David A. Jones, PhD Lecturer, Department of Marine Biology, University College, Bangor, N. Wales.

Shellfish Aquaculture in Maine: a North American Perspective by Professor John G. Riley, Ph.D., University of Maine Sea Grant Program, Orono, Maine, U.S.A.

Information about tickets is available from SAGB, Fishmongers' Hall, London Bridge, London.

Ullapool mission to re-open

THE ROYAL National Mission to Deep Sea Fishermen is to re-open its centre at Ullapool.

The mission is to be opened on April 25 by Admiral Sir Charles Madden, the Mission chairman, and the Rt. Hon. Lord Wakefield of Keadel will read the scriptures. Reverend William MacLennan and Reverend Donald MacLeod will also attend the opening.

The re-opening was made possible by contributions from several associations, including The Highlands and Islands Development Board, the International Transport Workers' Federation and King George's Fund for Sailors.

Tosher for Scotland

TAMAR Boat Enterprises Ltd. of Plymouth has concluded an agreement for North Channel Yachts to act as Scottish agents for the Tamar Tosher and Tamar 2000 boats.

The Tamar Tosher is designed for sea angling, harbour work or as a club launch. At 16ft. overall and 6ft beam, she is available as an open launch or with a small cuddy over the forward deck area. She can be powered by a Petter 8HP inboard diesel or any standard shaft outboard up to 10HP. The Tamar 2000 hull is

available in two commercial fishing layouts or as an open launch. Her 23 ft. 6 in. length is easily driven by a range of diesel engines from 12 to 45hp depending on individual requirements.

North Channel are taking delivery of a Tamar 2000 Fisherman and two Tamar Tosher within the next few weeks and see this as an addition to their existing range of sailing yacht agencies.

The Tamar 2000 Fisherman will be exhibited at the Aberdeen International Fisheries Exhibition, CATCH 78, from June 14 to June 18, 1978.

Nimrods do find boat wreckage

SIR, As the author of the Nimrod aircraft article mentioned in *Fishing News*, March 10 letters, I would like to join in the discussion. My place does mention the search and rescue task, but only briefly as this was not the object of the exercise.

Equally, the Nimrod has acquired an outstanding role as an S & R type, with this success being achieved from the use of all its systems (incl. the Mk. 1 eyeball). One can be pretty certain that if any wreckage remained of the missing vessel, then it would have been located and a ship sent to collect.

Mr. Sheridan ignores one point in his criticism of the Nimrod — where exactly does one begin a search when the trail is several days old?

If fishermen are not prepared to help the rescue agencies by providing position information (the system is there if they want to use it) then it is, to my mind, unfair to complain about lack of capability. Equally, the lack of official interest in emergency radio beacons (as used in Norway) could well be further publicised.

With no real search datum, all kinds of operational problems result, not least of which is the mental attitude of the searchers.

The demands of a search piece a considerable strain upon those involved, especially in the psychological context, and the fact that one may only be starting days after the last report has a depressing effect on the mental approach. This does not mean that the search

is done any the less well, but it does have a side-effect which is all too often ignored.

With the enormous cost of the Nimrod, financial considerations must make some form of S & R aircraft alternative attractive. One or two possibilities have emerged, plus one or two more which have no real relevance beyond the scope of their glossy brochures.

The ship idea is attractive

LETTERS

on paper, but not offshore in the kind of weather conditions normally associated with S & R incidents. When one introduces typical North Sea winter weather criteria into any ship operational envelope the whole equation falls apart, and it is obviously unrealistic to expect anyone to use equipment in fine weather only.

The answer, to take the S & R concept to its logical extreme, would seem to cover such things as mandatory position reporting, emergency beacons, and the provision of deeper aircraft. It would seem unlikely that any of these would have had a positive effect on the outcome of recent missing vessel incidents, but they might have in the future.

JAMES D. FERGUSON,
NE Scottish Correspondent,
Flight International Aviation News.

11 South Mount Street,
Aberdeen, AB2 4TN,
Scotland.

WE COULD CASH IN ON BLUE LING

SIR, Due to the forethought of the White Fish Authority in assisting to create an exchange scheme for young fishermen within the European maritime regions, a colleague and I have had the experience of observing the activities of the French distant water fishing fleet.

We have just completed a 18-day trip on a 34-metre stern trawler operating from Lorient — now the premier port for fishing in France. The 20 or so boats in this fleet operating from Lorient habitually fish Faroe, Shetland and NW Scottish waters.

Our trip was 10 days fishing the NW Scottish waters specifically for blue ling in up to 800 fathoms of water using 2,400-metre warp with 2,000 hp to tow.

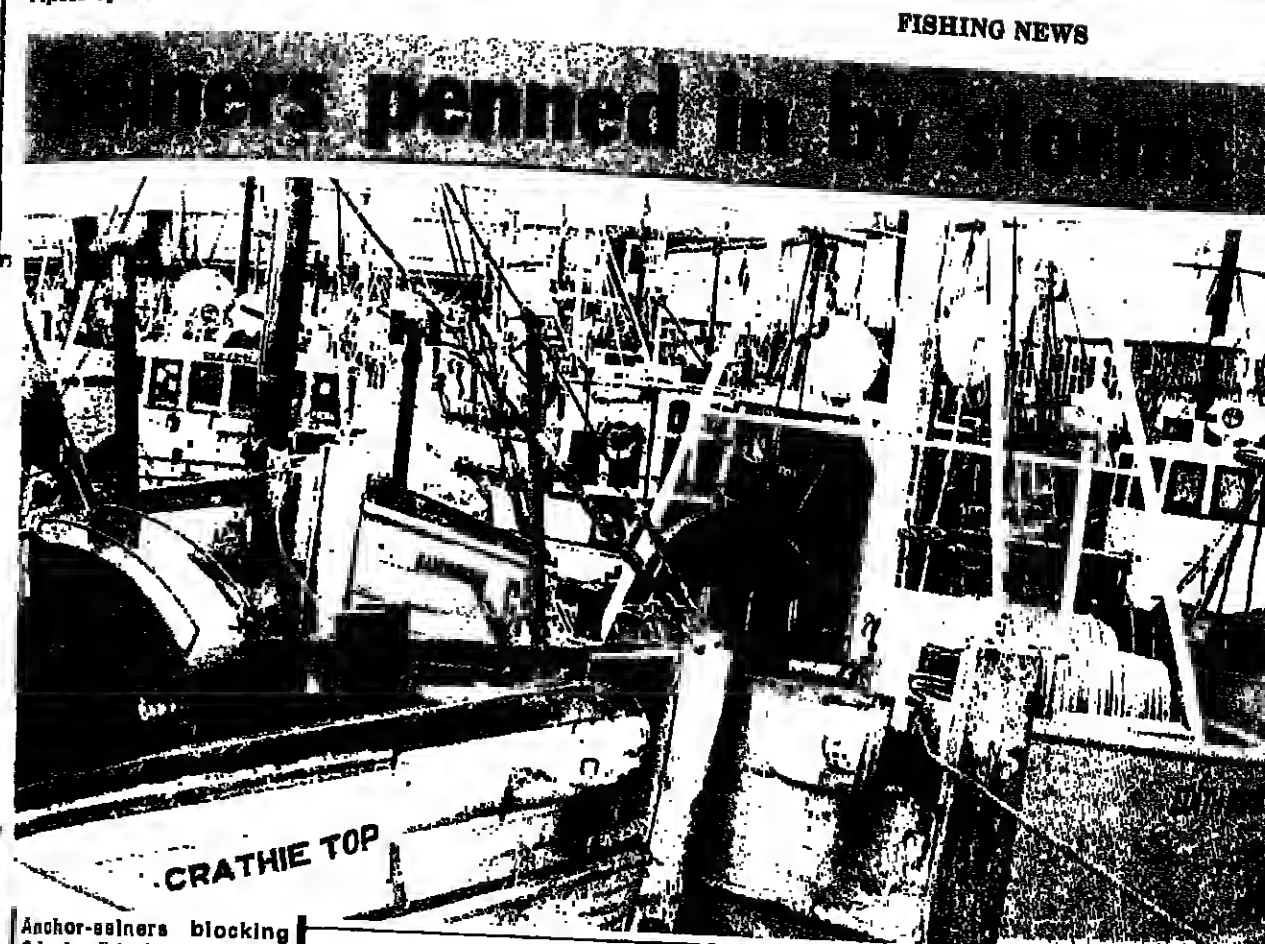
There is no evidence of British fishing activity in this area and we constantly asked whether Britain possessed a distant water fleet at all.

The grossings for this average trip amounted to approximately £25,000. Had the boat been fished at Grimsby, reliable sources indicate the boat would have been resold.

These boats are making yearly grossings of £800,000 to £700,000, showing the fishery to be a lucrative one.

The question in my mind is why has the British distant water fleet been unable to establish a fishery on our doorstep?

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Anchor-seiners blocking Grimsby fish docks as they wait for gulls to clear up.

ANCHOR-SEINER skippers from Grimsby are having a terrible struggle to keep the Humber port supplied with fish because of a series of gales and storms. These ruined fishing through much of the final fortnight of March.

High winds gusting up and down the North Sea almost brought fishing to a standstill. Last week several vessels returned to port light, on or off with storm damage, whilst others landed only a few catches.

Among these were Queenie S. with 12 kits, Genevieve 33 and Mary Ron, 24. Altogether there were nine seiners which landed less than 100 kits apiece from trips varying between 16 and 21 days.

The bad weather again prevented many of the seiners and pair trawlers from putting to sea — and this is certain to affect supplies through early April at least and, possibly, longer.

In the middle of last week over 80 vessels lay in Grimsby fish docks ice-up and waiting to put to sea. With berthing space at a premium parts of the fish blocks resembled the port blockades of 1976. Many of the vessels had been waiting for nearly a fortnight to sail and when the strong south-westerlies finally fell away was a huge exodus of craft.

Skipper Bill West of Hamling's Elyna summed up the situation when he described a recent trip as a "non-stop battle against the elements."

The Bruce Anchor which won the design award.

PREPARING FOR A FISHERMAN'S YEAR

THE YEAR 1978 has been a landmark year for the Royal National Mission to Deep Sea Fishermen. The aim of the Mission is to help fishermen to improve their standards of living and to ensure that they are properly represented in the welfare of the nation.

The group has already been promised by the industry.

Cod—a North Sea failure

DESPITE the problems with North Sea fishing cod was the only species taken by the UK fleet last year to show a fall. Last year 68,687 tonnes of cod was landed and this was 19 per cent down on the previous year.

According to the White Fish Authority's *Supplies Bulletin*, the top North Sea catch was haddock (104,769 tonnes). Sprats accounted for 86,069 tonnes, whiting 38,764 tonnes, plaice 31,243 tonnes and sole 474 tonnes.

Whiting catches were up by some 20 per cent over the year.

Haddock landings were eight per cent up,

but there was a big drop in catches in the last six months of the year. Only in December was there any big improvement, with a 13 per cent increase over the same period for 1977.

On the pelagic scene last year mackerel showed a massive 54 per cent reduction in the herring catch. The herring losses were only relieved by a massive 136 per cent rise in value.

The *Supplies Bulletin* notes that a big increase in white fish held in cold store may be some reflection on the uncertainty over future supplies. By last December 83,000 tonnes were estimated to be in cold storage 16 per cent more than in the previous year.

Design award for anchor

AN EDINBURGH firm industry has won a design award for its anchor.

The Bruce anchor won the design award.



The Bruce Anchor which won the design award.

The Bruce anchor was one of nine products in 108 entries given an award for "technical excellence."

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All the award winning products will be featured in an exhibition at The Design Centre, London, from May 22-June 24, 1978, and at the Scottish Design Centre, Glasgow, from July 17 until August 13, 1978.

The manufacturers and designers of the award winning products will be presented with certificates by HRH The Duke of Edinburgh at a special ceremony on Wednesday, May 31, in the Glasgow City Chambers, Glasgow.

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